The Hong Kong Daily Press.

No. 2178.] HONGKONG, WEDNESDAY, 5TH OCTOBER, 1864. [PRICE $2½ PER MONTH.

號八十七百一千二第 三拜禮 號十月十

FOR SALE.

...ilee," A few cases very choice old PORT $18 per dozen.
LAMMERT, ATKINSON & Co.
...gkong, 21st September, 1864.

In Store, and to Arrive.
...BEER, in hhds. and kilderkins.
do. in bottles, (quarts and pints.
Stout, in quarts and pints.
...y's Brandy, in wood and bottle.
...rth's Orange Bitters.
...d Sherry, in one dozen cases.
J. S. HOOK.
...gkong, 10th April, 1864.

...L GRAM.
Apply to
JOHN ROBERTS SENR. & Co.
...ngkong, 23rd August, 1864.

...M'S BRANDY in 1 doz. cases
SHERRY " 3 "
PORT " 2 "
CLARET " 1 "
BIRLEY & Co.

Raglan," "Southern Belle," "Jubilee" and Recent Overland Mails.
...RSH & Co. beg to state, they have received ex the above, large and valuable of the following GOODS, which will be reduced prices.
...LADIES.—Black French Glacés, Spanish Shawls, Trimmed Hats and Bonnets, ...ed do., Flowers and Feathers, Real Malines and Valenciennes Lace, Hosiery ...ves, Ladies Handkerchiefs, Lace Bordered, Hemstitched and Plain, Ladies ...ldrens Boots and Shoes, Umbrellas and ...ndes, Infants Dresses, Hoods, Hats, ...ning Robes, &c., every variety of Choice ...ery.
...GENTLEMEN.—Black Alpacas and ...re for Coats, Linen Drills for Trowsers, ...ht Fancy Tweeds for do., Hats, Hosiery, ...Shirts, Ties, Collars, Scarfs, &c., Waterproofs, Overland Trunks, &c., &c.
...FAMILY USE.—Cotton and Linen ...gs, Irish Linens, Chintzes, Curtain Damasks and Pole ends, Turkish Towels, Bath ...ss Cloths, Table Linen of every description, ...russels Carpets, Drugjets, a great variety ...r Hangings, Large and handsomely Framing Glasses, varying from 50—10 to 70—
...DLERY.—Every Article connected with ...partment, always on hand, at a reduced ...prices.
...Hongkong, 5th September, 1864.

...MBERTIN, ...ohannisberger, ...n-wein Bonbouteil, ...arlackberger, } in doz. cases.
...e Dry Champagne.
...rkling Red and White Burgundy.
...3 casks Cognac, containing 143 gallons.
...18 " Sherry, " 605 "
...2 " Sweet Wine, " 93 "
...62 " Rum, " 1,734 "
...90 cases Olive Oil, each 1 doz.
Apply to W. M. MORGAN & Co.
Hongkong, 1st May, 1864.

STAG HOTEL STORE.
Just landed ex "Philomela."
...SS'S Ale in quarts and pints.
Guinness's Stout in quarts and pints.
Hennessy's Brandy No 1
" " No 2
Martells " No 1
" " No 2
York Hams.
Chedder Cheese.
Hongkong, 7th July, 1864.

Ex "Early Bird."
...ENTY Thousand Cubic feet of MOLAVA WOOD, in pieces of 60 to 80 feet long.
For particulars apply to
REYNOLDS & Co.
Hongkong, 7th April, 1864.

Light, Strong, Four-wheeled, Double-seated Basket CARRIAGE.
Apply T. Office of this paper.
Hongkong, 22nd August, 1864.

"VICTORIA EXCHANGE,"
QUEEN'S ROAD AND STANLEY STREET.
"Lord Raglan," "Gauntlet," and "Jubilee."

...TS.—A large variety of New Shape Felt Hats $1.50 to $4. Black Paris and Drab Beaver Dress Hats $20 per dozen. Ellwood's Patent Air-chamber Scotch Caps.
T. PEACOCK.

...IRTS.—All wool Crimean Shirts $18 to $48 per doz. LodgCloth with Linen Fronts and Wrist-bands $14 to $30.00. Gauze Merino Undershirts $5 to $20 per dozen. White and colored Lambs Wool Pants and Shirts.
T. PEACOCK.

...OCKS.—Fine Cotton Socks $1 to $6 per dozen. Fancy Stripes $2 to $5 per dozen, Merino $3 to $19 per dozen, Lambs Wool $3 to $12 per dozen.
T. PEACOCK.

...OCKINGS.—Colored Worsted Stockings $3 to $6 per dozen, Lambs Wool $4.50 to 8 Merino $6 to $10 per dozen.
T. PEACOCK.

...LANKETS.—Of superior soft wool; White $3 to $12 per pair, Colored $4 to $10 per pair, Cot Blankets.
T. PEACOCK.

...LANNELS.—All Wool, White Shroody and Welsh Flannels 35 cents to $1 per yard, Fancy Colored, in very large variety of colours and pattern, 50 cents to $1 per yard, White Gauze Silk and Wool mixed &c. &c.
T. PEACOCK.

...ABLE LINEN.—All Linen Damask Napkins $2 to $6 per dozen, Table Cloths $1.50 to $8 each, Huckaback Towels with border $2 to $6 per dozen, Honeycomb and Baden Towels, Glass Cloths, Dusters &c.
T. PEACOCK.

...SHEETINGS.—Fine Linen and Calico in various widths, Bed Covers, Mosquito Nets &c.
T. PEACOCK.

...CARPETS.—The very best Tapestry Brussels and Velvet pile Carpets, by the yard, also in various sizes with and without borders for centre of rooms.
T. PEACOCK.

...RUGS.—Velvet pile Hearth Rugs $2.50 to $10 each. Sofa and other patent Rugs of various sizes.
T. PEACOCK.

...CURTAINS.—Double width, all Wool, Damasks $1 to $1.50 per yard, Rich Reppe in a variety of colours, Muslin and Lace Long Curtains $2.50 to $10 per pair.
T. PEACOCK.

...UMBRELLAS.—London made Silk Umbrellas $2.50 to $6 each, Patent Paragons, Nagasaki of 12 and 16 ribs.
T. PEACOCK.

Wholesale and Retail.
Terms Cash only.
VICTORIA EXCHANGE.
tf Hongkong 1st Sept., 1864.

INSURANCES.

THE COMMERCIAL UNION ASSURANCE COMPANY,
The undersigned having been appointed Agents for the Marine Branch of the above Company, are prepared to issue Policies, at current rates of Premium.
GIBB, LIVINGSTON & Co.
tf Hongkong, 6th August, 1863.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE,
137 LEADENHALL STREET, LONDON,
JAMES HARTLEY & Co., *Managers.*
ESTABLISHED 1843.
THE Undersigned is authorised to accept risks on behalf of the Office, by First Class Steamers.
THOS. SUTHERLAND, *Agent.*
tf Hongkong, 17th March, 1863.

Printed and Published by Y. J. MURROW, at the *Daily Press* Office, Wyndham Street, Hongkong.

ARRIVALS.

Oct 3, ANTAGONIST, Brit. bq., 404, Chapman, Cardiff, May 29th, Coals.—JARDINE MATHESON & Co.
Oct. 4. RICHARD, from Whampoa.
Oct. 4, CANNATA, Brit. bq., 514, Armstrong, from Saigon, bound to Amoy, Sept. 6th, Rice and Fish.—BOURJAU HUBENER & Co.
Oct. 4, SOON HOAT, Siam. bq., 375, Millington, put back dismasted.—CHINESE.
Oct. 4, MADRAS, Hamb. bq., 266, Wupper, Amoy, Oct. 2nd, Ballast.—ORDER.
Oct. 4, BENARES, Brit. mail str., Collett, Bombay Sept. 14th, Galle 20th, Penang 25th and Singapore 28th, Mails from London of the 26th of August, Treasure, Opium &c.—P. & O. S. N. Co.

DEPARTURES.

None.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 4th October, 1864.

Vibilia, for Labuan
Una, for Ningpo.
Keoka, for Foochow.
Notus, for Singapore.
Catherina, for Bangkok.
Doris, for do.
Energie, for Saigon.

PASSENGERS.

Per "Benares" mail str. from Bombay, &c. For Hongkong.
Messrs. Thorburn, Sands, Galton, Mr. and Mrs. Crawford, Miss Brown, and Mrs. Mitchell.
For Shanghai.
Messrs. Monk, Lester, Taylor Fogg, Hancock and Miss Kidd.
Per "Union" str. from Formosa.
Revd. J. H. Gray and Mr. Maslin.

REPORTS.

None.

AUCTION SALES TO-DAY.

BOWRA & Co.—at 11 A.M.
Coal Dust.

RAY & Co.—at Noon.
Sundry Articles.

FOR SALE.
ONE Four-Seated Top CARRIAGE.
Apply to
SMITH, ARCHER & Co.
20 Hongkong, 4th October, 1864.

TO BE LET.
FROM the 1st of November Next, a HOUSE in Lusadown Terrace, Aberdeen Street, containing Eight Commodious Rooms, fully furnished, together with suitable Out-offices, Kitchen, &c.
For Terms and further Particulars, apply at the Office of JOHN ROBERTS SENR. & Co., corner of Peel and Wellington Streets.
9 Hongkong, 3rd October, 1864.

TO LET.
A Granite Built Two Storied GODOWN Situated on the Queen's Road opposite to the Premises of the undersigned. Dimensions 124 feet by 40 feet.
Apply to
FLETCHER & Co.
22 Hongkong, 4th October, 1864.

ALL Orders for any of the undermentioned Firms will be executed with despatch by the undersigned.
Machinery, Iron or Steel Plates and Forgings, made by the Bessemer Process.
Bolton Iron and Steel Company.
Marine and Locomotive Engines Workshop Tool, &c., &c., by Messrs. SHARP STEWART & Co., Limited-Atlas Works, Manchester.
Silk Small Arms, and Wool working Machinery, by Messrs. GREENWOOD & BATLEY, Leeds.
Patent Cotton Presses, from 3½ to 4 cwt. Price from £1000 to £2000 Sterling, made by Messrs. CARDWELL & CAMPBELL.
Messrs. FAWCETT, PRESTON & Co., *Engineers, &c., &c.*
Messrs. W. & G. MILLER, *Iron Ship Builders.*
J. HARRY PATMORE,
Agent for D. CAMPBELL, Liverpool
12 Hongkong, 3rd October, 1864.

TOWAGE
THE Steam Tug
"MAGGIE LAUDER,"
is prepared to berth vessels in the harbour and to tow to or from Sea at moderate rates.
Apply to the CAPTAIN on board, or to
SOURJAU HUBENER & Co.
tf Hongkong, 13th July, 1864.

THE Public are hereby cautioned against receiving or negotiating the First of a set of three Bills of Exchange, drawn by Messrs. TAIT & Co., of Amoy, on the Manager of the Oriental Bank Corporation, Hongkong, dated the 25th May, 1864, for $4,000 (Four Thousand Dollars), in favour of the undersigned, and accepted by the Manager of the said Bank, the said First of Exchange having been stolen on the 11th inst., and payment thereof having been stopped.
P. U. SEETZEN.
tf Hongkong, 30th June, 1864.

REMOVAL.
THE Undersigned Opium Inspector and Broker occupies that House in *Gough Street*, two doors West of Messrs JOHNSON & Co., the Office being on the Premises. All orders entrusted to him will be punctually attended to and the finest Sorts of Opium invariably procured and selected.
CHARLES JAMESON.
tf Hongkong, 1st September, 1864.

NOTICE.
NEITHER Captain or Agents of the Dutch Ship *Wilhelmina*, will be responsible for any debt or debts contracted by any Members of the Crew of said ship during her stay at this Port.
tf Hongkong, 5th September, 1864.

WANTED ON BOTTOMRY.
About $9000, for repairs of the Hannoverian Barque "*Wely*," now lying at Swatow.
SIEMSSEN & Co.,
Agents for Capt. H. Bahns, of the Hannoverian Barque "*Wely*."
tf Hongkong, 22nd September, 1864.

NOTICE.
KEE-WOH begs respectfully to intimate to the Merchants and general Community of Hongkong, that he has established himself as a Bread and Biscuit Manufacturer, at the premises No. 22, Gilman Street, and is prepared to Supply Bread of the best quality, daily, to families and others at the following prices, viz:—
Bread, first-quality. - - 5 cents per lb.
Do., second-do. - - 3 "
KEE-WOH has also to inform Shipmasters and others that he has every facility for supplying Biscuits of the first quality at low rates, and in any quantity.
Sugar, Oil and Flour sold Wholesale and Retail, at moderate prices.
No. 22, Gilman Street
3m Hongkong 18th September, 1864.

BANKS.

COMMERCIAL BANK OF INDIA.
HONGKONG AGENCY.
THE Bank draws and negotiates bills on LONDON, BOMBAY, CALCUTTA, SHANGHAI, FOOCHOW, HANKOW, and in general, on any place, where there is a Banker Banker.
CURRENT DEPOSIT ACCOUNTS, are kept, on which no Commission is charged, and no interest is allowed.
FIXED DEPOSITS, are received at the following rates of interest:—
On Monies lodged for { 1 month certain 2 % per annum. 3 months, " 3 " " 6 " " 9 " " 6 " " 12 " " 7 " "
SPECIE and BULLION are purchased at Market Rates.
If payment is taken in the Bank's Drafts on London, monies lodged as above for fixed periods may be withdrawn at any time on demand on favourable terms.
The Agency is prepared to discount bills and grant loans to constituents on approved Banking securities.
R. STEVENSON, *Agent.*
Hongkong, January, 1863.

CENTRAL BANK OF WESTERN INDIA.
Capital, One Million Sterling.
RESERVED FUND, £100,000.
Head Office—BOMBAY.
Branches.

HONGKONG.	CALCUTTA.
SHANGHAI.	MELBOURNE
YOKOHAMA.	LONDON.
HANKOW.	MADRAS.
INDORE.	SHOLAPORE.
AHMEDABAD.	SURAT.

THE Bank negotiates approved Bills, and issues Drafts on its several Branches, and on the London and County Bank, London.
Current Accounts are kept, upon which no interest is allowed or Commission charged.
Bullion and Specie purchased at market rates.
The Hongkong Branch is prepared to discount Bills and grant Loans to constituents on approved Banking securities.
Money received on deposit for fixed periods at rates which may be ascertained on application at the Office.
W. M. DAVIDSON, *Manager.*
Queen's Road,
Hongkong, 4th March, 1864. 12m

COMPTOIR D'ESCOMPTE DE PARIS.
Incorporated by National Decrees of 7th and 8th March, 1848, and by Imperial Decree of 25th July, 1854.
PAID UP CAPITAL.
Francs 40,000,000 (£1,600,000 Sterling.)
RESERVED FUND,
Francs 10,000,000 (£400,000 Sterling.)
HEAD OFFICE,—14, Rue Bergere, Paris.
LONDON BANKERS,—Union Bank of London, General Credit and Finance Company of London, (Limited.)
AGENCIES IN INDIA AND CHINA,—At Bombay, Calcutta, Hongkong, Shanghai, Saigon, and Saint Denis (Ile de la Réunion.)
HONGKONG AGENCY.
This Agency issues Drafts on Paris on the Head Office; on London on the Union Bank of London, and on the General Credit and finance Company of London, (Ltd.); Drafts are also issued on Bombay, Calcutta, Shanghai, Bourbon, Saigon, on the Agencies of the Comptoir and on the Chief Places of Commerce in the Continent of Europe, India, China, America, Australia! &c., on the Correspondents of the institution.
Approved Bills negotiated.
CURRENT ACCOUNTS are kept upon which no Commission is charged and no Interest is allowed.
DEPOSITS for Fixed Periods are received at interest, particulars of which may be obtained on application to the Agency.
The Agency is also prepared to discount Bills and Grant Loans on approved Banking Securities.
VICTOR KRESSER, *Acting Manager.*
Queen's Road, Corner of Zetland Street,
Hongkong, 1st October, 1864. tf

THE ORIENTAL BANK CORPORATION
(Incorporated by Royal Charter, 30th August, 1851.)
PAID-UP CAPITAL—£1,269,000.
RESERVED FUND—£252,000.
Court of Directors.
HARRY GEORGE GORDON, Esq., Chairman.
WILLIAM SCOTT BINNY, Esq., Deputy Chairman.
JAMES BLYTH, Esq.
JOHN LEWIS BONHOTE, Esq.
WILLIAM WALTER CARGILL, Esq.
ALEXANDER MACKENZIE, Esq.
LESTOCK ROBERT REID, Esq.
PATRICK F. ROBERTSON, Esq.
CHARLES J. F. STUART, Esq., Chief Manager.
PATRICK CAMPBELL, Esq., Sub-Manager.
Bankers.
BANK OF ENGLAND.
Agents in Scotland.
NATIONAL BANK OF SCOTLAND.
COMMERCIAL BANK OF SCOTLAND.
E. DUNDAS CAY, 23, St. Andrew Square, Edinburgh.
UNION BANK OF LONDON.
Agents in Ireland.
PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.
HEAD OFFICE, THREADNEEDLE STREET LONDON, E.C.
HONGKONG BRANCH.
Banking.
THE Corporation receive money on Deposit, repayable on demand, upon which no interest is allowed.
They also receive money on Fixed Deposit, repayable at Twelve Months notice upon which interest at Five per cent per annum is allowed.
They discount Bills and Notes payable in Hongkong, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.
Exchange.
The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight, and they grant Circular Notes for the use of travellers, negotiable in all towns of importance throughout the world.
They also issue Drafts on the Agencies and Branches of the Corporation at Shanghai, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.
Bills payable in Europe or in any of the above places are purchased or remitted for collection and for persons residing elsewhere, who are directly interested in the China Trade.
Applications for Shares must be addressed until further notice, to the Provisional Committee, care of MESSRS. DENT & Co.

BANKS.

THE BANK OF HINDUSTAN, CHINA AND JAPAN, LIMITED.
16, CORNHILL, LONDON, E.C.
CAPITAL—TWO MILLIONS.
DIRECTORS,
Chairman.
JAMES NUGENT DANIEL, Esq. *(Chairman of the Alliance Bank of London and Liverpool.)*
Deputy-Chairman.
RICHARD SECRETAN, Esq., *(Late Commissioner of Customs, Bombay.)*
WILLIAM FREDERIC BARING, Esq.
THOMAS COTTERELL, Esq., 60, *Eaton Square.*
J. A. REYNEL DE CASTRO, Esq., *(Director of the Alliance Bank.)*
PHILIP SHORE FLETCHER, Esq., 16 *Kings Arms Yard.*
WILLIAM HALCOMB, Esq., (firm of YOUNG, HARRISON, & BRYAN.)
DRAKE J. HOARE, Esq.
HENRY YOUNG, Esq., *(Late Chief Secretary to the Government of Bombay.)*
Terms of Business.
This Bank negociates approved Bills on London, Bombay, Calcutta, Shanghai, &c., and issues Drafts on the Alliance Bank of London and Liverpool, the Bank of England, and its Head Office in London, on the National Bank of Scotland, and the National Bank of Ireland and their Branches. The Bank also draws, on its own Branches and Agencies, in Bombay, Calcutta, Colombo, Shanghai, Singapore, Manila, Melbourne, &c.
Current Accounts kept, and interest allowed at the rate of 2 per cent per Annum, on the average monthly balances. On sums deposited subject to 15 days notice of withdrawal, at the rate of 2½ per cent per Annum.
For 1 Month,—3 % per Annum.
For 3 " —4 % "
For 6 " —5 % "
The Bank also discounts, approved Local Bills, at current rates.
EDWARD MELLISH, *Manager.*
tf Hongkong, 7th May, 1864.

BANK OF INDIA.
Capital, Rs. 1,00,00,000
(£1,000,000 Sterling.)
ESTABLISHED IN BOMBAY.
Board of Directors.
HON'BLE A. J. LEWIS,
Advocate General, Bombay, Chairman.
WM. COOPER, ESQ. (of Messrs. Fletcher, Cooper & Co.)
HENRY FORBES, Esq. (of Messrs. Lockie & Co.)
RICHARD WILSON, Esq. (of Messrs. Forbes & Co.)
LIMJEE MANOCKJEE, Esq. (Director Bank of Bombay.)
PESSENJEE CASSUMBHOY, Esq.
HEAD OFFICE BOMBAY.
London Bankers, The London Joint Stock Bank.
Branches.—London, Calcutta, and Hongkong.
HONGKONG BRANCH.
The Bank draws on the London Joint Stock Bank, London, on its Head Office at Bombay and London and Calcutta Branches. The Bank is also prepared to negotiate bills payable at either of those Cities.
DEPOSITS.
Interest will be allowed as follows:—
On Current Accounts..... 2 per cent.
" Deposits for 3 months certain... 4 "
" " 6 " ... 5 "
" " 12 " ... 6 "
The Bank discounts local bills and grants loans on approved convertible securities.
FRANCIS ANDREWS, *Manager.*
Hongkong, 15th June, 1864.

THE HONGKONG AND SHANGHAI BANKING COMPANY, Limited.
CAPITAL,—$5,000,000,
In 20,000 Shares of $250 each.
TO BE INCORPORATED BY CHARTER.
Provisional Committee.
HON. F. CHOMLEY, Esq. (Messrs. Dent & Co.)
A. F. HEARD, Esq. (Messrs. Aug. Heard & Co.)
THOMAS SUTHERLAND, Esq. (Superintendent, P. & O. S. N. Co.)
G. F. MACLEAN, Esq. (Messrs. Lyall, Still & Co.)
DOUGLAS LAPRAIK, Esq.
W. NISSEN, Esq. (Messrs. Siemssen & Co.)
H. B. LEMANN, Esq. (Messrs. Gilman & Co.)
W. SCHMIDT, Esq. (Messrs. Fletcher & Co.)
ARTHUR SASSOON, Esq. (Messrs. D. Sassoon Sons & Co.)
ROBERT BRAND, Esq. (Messrs Smith, Kennedy & Co.)
PALLANJEE PEAMJEE, Esq. (Messrs. P. & A. C. Carrajee & Co.)
Wm. ADAMSON, Esq. (Manager, Borneo Company Limited.)
Geo. J. HELLAND, Esq. (Messrs. John Burd & Co.)
RUSTOMJEE DHUNJEESHAW, Esq. (Messrs. P. F. Cama & Co.)
Counsel.
E. H. POLLARD, Esq.
The Scheme of a Local Bank for this Colony with Branches at the most important places in China, has been in contemplation for a very long period.
The local and foreign trade in Hongkong and at the open ports in China and Japan has increased so rapidly within the last few years that additional Banking facilities are felt to be required.
The Banks now in China being only branches of Corporations whose head quarters are in England or India, and which were formed chiefly with the view of carrying on exchange operations between those countries and China, are scarcely in a position to deal satisfactorily with the local trade which has become so much more extensive and varied than in former years.
This deficiency the Hongkong and Shanghai Banking Company will supply, and will in fact assume the same position with relation to this Colony as the Presidency Banks in India, or the Banks of Australia in their respective localities.
The Establishment of a Mint in Hongkong, providing an adequate supply of proper currency, will render a local Banking medium essential to carry out its operations, and the almost certain disappearance of the existing Compradoric system (so far as money is concerned) will also ensure Banks becoming in course of time the exclusive medium for the transaction of the monetary operations connected with trade.
For the anticipated success of this enterprise there are therefore ample grounds; and the great prosperity which has attended the working of other local associations in China clearly shews that the largest profits are obtained by those Public Companies which possess an interested local body of Proprietors or Shareholders whose support naturally forms a chief element of remunerative success.
The Bank will commence operations simultaneously in Hongkong and Shanghai and as the importance of its business at the latter place must be very great, it is intended to establish a local Board of Directors there for more effectually meeting the work. As circumstances render it advisable the Bank will establish Branches at other places.
In the distribution of Shares Hongkong and Shanghai will equally participate. Shares will also be reserved for the other ports in China and Japan and for persons residing elsewhere, who are directly interested in the China Trade.
Applications for Shares must be addressed until further notice, to the Provisional Committee, care of MESSRS. DENT & Co.

BANKS.

NOTICE.
THE Copartnership in the Banking business heretofore existing between EUGENE KELLY, of the City of New York, and JOSEPH A. DONOHOE, WM. C. RALSTON, and RALPH S. FRETZ, of San Francisco, under the firm name of EUGENE KELLY & Co., New York, and DONOHOE, RALSTON & Co., San Francisco, will cease on the FIRST DAY OF JULY, 1864, EUGENE KELLY and JOSEPH A. DONOHOE withdrawing from the copartnership.
The business will be settled in New York by EUGENE KELLY, and in San Francisco by WM. C. RALSTON and R. S. FRETZ.
EUGENE KELLY,
[Per J. A. Donohoe, Attorney.]
JOSEPH A. DONOHOE,
WM. C. RALSTON,
R. S. FRETZ.
San Francisco, 13th June, 1864.

The undersigned, calling attention to the foregoing card, give notice that they will continue the business of the above Copartnership under the firm name of FRETZ & RALSTON, until the FIFTH DAY OF JULY, 1864, when the same will be transferred to THE BANK OF CALIFORNIA, whose official circular is hereunto annexed.
WM. C. RALSTON,
R. S. FRETZ.
San Francisco, 18th June, 1864.

THE BANK OF CALIFORNIA.
INCORPORATED UNDER THE LAWS OF THE STATE.
Capital Stock (paid up in gold coin) $2,000,000!
WITH THE PRIVILEGE OF INCREASING TO $5,000,000!
STOCKHOLDERS.
SAN FRANCISCO.

D. O. MILLS,	A. J. POPE,
WM. C. RALSTON,	HERMAN MICHELS,
R. S. FRETZ	FREDERICK BILLINGS,
J. B. THOMAS,	GEORGE H. HOWARD,
LOUIS McLANE,	H. F. TESCHEMACHER,
ASA T. LAWTON,	A. HAYWARD,
WM. E. BARRON,	MOSES ELLIS,
THOS. BELL,	A. B. McCREARY,
JNO. O. EARL,	R. M. JESSUP,
WM. NORRIS,	SAMUEL KNIGHT,
J. WHITNEY, JR.	A. C. HENRY,
O. F. GIFFIN,	J. C. WILMERDING,
WM. ALVORD,	ALPHEUS BULL,
JOSEPH BARRON,	H. W. CARPENTER.

PORTLAND, OREGON.
JACOB KAMM.
D. O. MILLS, ... *President.*
WM. C. RALSTON, ... *Cashier.*
Correspondents in New York, LEES & WALLER, No. 33, Pine Street.
Correspondents in London, BANK OF LONDON
The above named corporation has been organized for the purpose of carrying on the Banking and Exchange business, in all its branches, in this city, and with the interior of this State, the neighboring State and Territories, and with Mexico; also, with the Atlantic cities, Europe, China, and the East Indies; for which it is provided with ample facilities.
With the view of giving to the business of the corporation all the efficiency and promptitude of a private banking firm, together with that confidential exclusion of private business matters so generally desired, the immediate management of its affairs is committed exclusively to D. O. Mills, and Wm. C. Ralston, as President and Cashier, respectively, to whom, or either of them, the customers of the Bank will apply on all business matters.
Trustees.

D. O. MILLS,	W. C. RALSTON,
LOUIS McLANE,	J. B. THOMAS,
WM. NORRIS,	THOMAS BELL,
JOHN O. EARL,	A. J. POPE,
HERMAN MICHELS,	O. F. GIFFIN,

JAS. WHITNEY, JR.
San Francisco, 5th July, 1864.

HONGKONG AND SHANGHAI BANKING COMPANY, LIMITED.
NOTICE.
NOTICE is hereby given that the final date for receiving applications for Shares will be the 31st October next.
It is also notified, that the form of application for Shares must be as follows:—
To the Provisional Committee of the Hongkong and Shanghai Banking Company, Limited.
Gentlemen,
I request that you will be pleased to allot me ——— Shares of Two Hundred and Fifty Dollars each in the above-named Bank and I agree to accept such Shares or any less number which may be allotted to me, and to pay a call of Twenty-five Dollars per Share on allotment and a further call of One Hundred Dollars per Share, three months subsequent to the date of such first call. I also undertake to confirm the Acts of the Provisional Committee pending the appointment of a permanent Court of Directors, and to subscribe to the Deed of Settlement, when called on to do so.
I am, Gentlemen,
Your obedient Servant,
name,
address.
After this date applications for Shares will not be registered, if sent otherwise than in the above form. Application to be addressed to the care of Messrs. Dent & Co. or the undersigned.
By order of the Provisional Committee,
E. H. POLLARD,
Counsel for the Bank.
tf Hongkong, 22nd August, 1864.

STATIC BANKING CORPORATION
Incorporated by Royal Charter.
Authorised Capital £2,000,000.
Subscribed Capital Paid-up, £500,000.
Head Office—No. 4, Lombard Street.
BOARD OF DIRECTORS.
Francis Boykett, Esq., Chairman (Messrs Timothy Wiggin and Co.)
J. A. Russell, Esq., Deputy-Chairman (Messrs Grey and Coles, and Grey and Co., Bombay).
Thomas Cardwell, Esq. (Messrs Thomas Cardwell, and Co., and Cardwell, Parsons, and Co., Bombay).
Charles A. Fearon, Esq. (Messrs Fearon and Co., late of Messrs Augustine Heard and Co., China).
William Maitland, Esq. (Messrs M'Killop, Stewart, and Co., Calcutta).
COMMITTEE IN BOMBAY.
The Hon. Michael H Scott (Messrs Ritchie, Steuart, and Co.)
Robert Hanney, Esq. (Messrs Grey and Co.)
Cowasjee Jehangheir, Esq.
GENERAL MANAGER, Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India London, and China.
BANKERS,
The Bank of England.
The London Joint Stock Bank.
BROKERS.—Messrs Foster and Braithwaite.
SOLICITORS.—Messrs Freshfields and Newman.
AUDITORS.—Messrs. Coleman, Turquand, Youngs, and Co.
Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.
The Corporation will shortly be prepared to grant Drafts and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and Conduct every description of Banking business connected with the East.
AUGUSTINE HEARD & Co.,
Agents ad interim.
Hongkong, 1st October, 1864.

AUCTIONS.

BOWRA & Co.,
HAVE received instructions from A. H. PRICE, Esq., H.M. Naval Store-keeper, to sell by PUBLIC AUCTION,
TO-DAY,
the 5th October, 1864,—at 11 A.M.
at the Coal Stores Kowloon.
40 Tons (more or less) COAL DUST.
TERMS OF SALE,—Cash before delivery in Mexican Dollars weighed at 7.1.7.
Hongkong, 1st October, 1864.

PUBLIC AUCTION.
RAY & Co. will sell by Public Auction,
TO-DAY,
the 5th October, 1864,—at Noon,
AT THEIR SALES ROOM,
Queen's Road.
10 bbls. Pitch.
5 cases Tumblers.
3 " Opium Lamps.
30 " Candles.
6 " Finger Bowls.
75 doz. Linen Collars.
20 " Coal Shovels.
50 " Crimean Shirts.
1 case Moderator Lamps.
2 cases Linen Handkerchiefs.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
Hongkong, 3rd October, 1864.

PUBLIC AUCTION.
THOS. PEACOCK will sell by PUBLIC AUCTION,
TO-MORROW,
the 6th October 1864,—at Noon,
AT THE VICTORIA EXCHANGE,
Queen's Road,
30 pieces Black Cloth.
20 " Navy Blue Cloth.
50 " Fancy Melton Do.
40 " do. Tweed.
200 doz. Men's Woollen Socks.
150 " do. do. Stocking.
80 " do. do. Gloves.
60 " do. do. Scarves.
100 " Womens white Merino Stockings.
100 " do. do. Lambswool do.
50 " do. Fancy Cashmere do.
150 " Men's 3 fold Linen Collars.
20 boxes Children's Socks.
50 pieces Colored Flannel.
20 " White Flannel.
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.
Hongkong, 1st October, 1864.

PUBLIC AUCTION.
THE Government Auctioneer has received instructions to sell by Public Auction, in the JAIL COMPOUND, on
WEDNESDAY,
the 12th October, 1864,—at 11 A.M.
The whole of the IRONWORK and MACHINERY of the Treadmill.
Also,
A large COFFEE MILL.
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.
☞ *Entrance from Old Bailey.*
Hongkong, 5th October, 1864.

HOUSEHOLD FURNITURE, &c., &c.
LANE, CRAWFORD & Co. have been instructed to sell by PUBLIC AUCTION, on
MONDAY,
the 17th October, 1864,—at Noon,
At the Residence of
H. N. CONGAR, Esq., U.S. Consul,
Mosque Terrace.
The whole of that Gentleman's HOUSEHOLD FURNITURE, consisting of Sofas, Tables, Chairs, Mirrors, Pictures, Carpets, Dining and Bed-room Furniture, Glass, &c., &c.
Catalogues will be issued in a few days.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
Hongkong, 4th October, 1864.

VALUABLE REAL ESTATE.
FOR SALE by Public Auction, at SHANGHAI, on the 15th November Next, if not previously disposed of by Private Contract, that Desirable PROPERTY in occupation of the undersigned at Shanghai, situated on Nankin Road, being a Part of the Ground Registered at the British Consulate as Lot No. 30, and containing about 6 mow, together with the Spacious and well-built Dwelling House and outbuildings, situated thereon.
BULL, PURDON & Co.
6 Hongkong, 1st October, 1864.

PUBLIC AUCTION.
RAY & Co. have been instructed to sell by PUBLIC AUCTION, at an early date,
AT THEIR SALES ROOM, QUEEN'S ROAD,
Without Reserve.
A small and very Choice Collection of High-class Modern Engravings, from the most celebrated Production of Landseer, Herring, Husdell, Eastlake and other Eminent Artists.
Catalogues will be issued before the day of Sale.
Hongkong, 4th October, 1864.

ELEGANT HOUSEHOLD FURNITURE.
LANE, CRAWFORD & Co. have been instructed to sell by PUBLIC AUCTION,
The Household Furniture and Effects of a Gentleman leaving the Colony, comprising several specimens of Bombay-Carved Work, in excellent order.
The House in which the sale will take place is airily and conveniently situated and arrangements might be made through the Auctioneers for a transfer of the present lease.
Catalogues will be issued and due notice given of the day of Sale.
Hongkong, 3rd October, 1864.

PUBLIC AUCTION.
REAL ESTATE AT FOOCHOW.
THE undersigned will sell by Public Auction on or about the 30th December Next the Two-story DWELLING HOUSE, on the top of Mirror Hill, situated between the property of H.B.M.'s Consulate and that of the Am. E. Mission.
The building occupies one of the finest sites at this Port, and is well provided with Stables, outhouses, &c., &c.
Also,
The BUSINESS PREMISES immediately in the rear of Messrs RUSSELL & Co.'s Godowns, built under the daily supervision of an experienced English Builder, consisting of Dwelling House, comprising Four Bed-rooms on second floor; Dining-room, Drawing-room, Office, and Tea-room on first floor; and Comprador's, Treasury, and Coolie-rooms on the ground floor.
With
A Brick and Stone built GODOWN, capable of storing about 6,000 Chests Tea.
For particulars, apply to
HUDGE & Co.,
tf-22sep *Auctioneers.* Foochow, 17th September, 1864.

NOTICE.
IS hereby given, that on the 30th April last, Mr. ENGCH REISS and Mr ISAAC REISS retired from our Firm and Mr FREDERICK REISS, was admitted a Partner.
REISS & Co.
tf-24sep Canton, September 1864.

TO BE LET,
with immediate possession.
A HOUSE in Queen's Road, Spring Gardens, with Godown attached.—Rent moderate.
Apply to J. W. H., Office of this paper.
17 Hongkong, 4th September, 1864.

INTIMATIONS.

REWARD $500.
WHEREAS a Shot was fired on the Evening of the 13th day of September Inst., from the mound in Hollywood Road, immediately East of the top of Ladder Street, by an Indian (or other colored) Policeman, which shot killed Private WILLIAM LONSDALE of H.M. 99th Regt.
The above Reward will be paid to any person who can give such evidence or information as will lead to the identification of the said Policeman.
Application to be made to the undersigned (this reward being additional to that advertised by the Captain Superintendent of Police.)
By Order,
P. H. FFOLLIOTT,
Lieut. and Adjt. H.M. 99th Regt.
tf Hongkong, 20th September, 1864.

啟者本月十三晚有一麼哥或別色綠衣在荷李活道崗仔即在杷梯街名名威林倫多厘如有四方君子知其綠衣下落有憑據認得乃是打鼈九十九號兵者可到來報信即賞謝花紅銀五百大員決不食言另大館巡捕自亦有賞如欲報信可到九十九號兵總名科厘馬便妥
八月十九 啟日
同治三年

YUE-CHONG.
20, and 31, SCOTT LANE.
M

DOCKS.

HONGKONG AND WHAMPOA DOCK COMPANY.

THE COMPANY'S DOCKS at WHAMPOA are in full working order, and the attention of Shipowners is respectfully solicited to the advantages which this Establishment offers for the Docking and Repair of Vessels.

The following description of the Premises is submitted for the information of the Public.

DOCK A.

Built of GRANITE.	
Length,	550 feet
Breadth,	80 "
Depth of Water at Spring Tides	16½ a 17 ft.
do. do. Neap do.	13½ a 15 "

This can be used either as one or two Docks

DOCK B.

Built of GRANITE.	
Length,	340 feet
Breadth,	60 "
Depth of Water at Spring Tides,	18 feet
do. do. Neap do.	15 "

This Dock is at present in course of alteration, the above are the largest Docks in China, and They are fitted with every appliance in the way of Caissons, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK C.

Built of Wood.	
Length,	260 ft.
Depth of Water at Spring Tides.	14 "
do. do. Neap,	11 "

Fitted with Caissons and Steam Pumps.

DOCK D.

Length,	164 feet
Depth Water at Spring Tides.	10.6 "
do. do. Neap, "	9.6 "

DOCK E.

Length,	120 feet
Depth of Water at Spring Tides	11 "
do. do. Neap "	8 "

D. and E. are Mud Docks available for small vessels, at very low rates.

WORKSHOPS.

The Workshops on the Premises possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing Screwing, Cutting, Punching Machines, &c., &c.—capable of executing work on the largest scale, and driven by Steam, the Shipwright's and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.

Powerful Lifting Shears stand on a Jetty, alongside which vessels can lie in 21 feet water and take in or cut boilers, masts, &c.

BOILERMAKER'S DEPARTMENTS.

The Company in addition to executing Repairs are prepared to tender for supplying new Boilers to Steam-ships, for contracting which they have great facilities.

FOUNDRY.

Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.

STORES.

The Company's Stores will (when required) supply at moderate rates all the necessaries for Shipwork, such as Paint Copper, Canvas, &c., &c

STEAM TUG.

The Company's powerful Steam TUG *Pane*, (110 Horse-power nominal) is always in readiness to Tow vessels from Hongkong to the Dock *free of charge*, and will take them back or to Sea at reduced Rates.

For further particulars, apply to G. N. MINTO, Manager at Whampoa or in Hongkong to.

D. LAPRAIK,
Secretary.

N.B.—The Consignees or Master of any Vessel seeing reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company.

Hongkong, April 20, 1864.

DANES ISLAND DOCKS, WHAMPOA.

CONDUCTED BY
GOW & Co.

ONE Dock, 240 feet long, can take in Vessels drawing 14 feet, at Spring Tides.

One Dock, 180 feet long, can take in Vessels drawing 11 feet, at Spring Tides.

There are Houses at both Docks for the accommodation of Captains and Crews of Vessels.

All kinds of Ship, and Blacksmiths Work done.

The Large Dock pumped outby an Engine.

The Proprietors beg to notify the Merchants, Ship Owners, and Captains, that their charges for Docking are lower than any in China.

No Commission charged upon any Metal or Stores supplied by the Ship.

Apply to

G. HARPER & Co.,
Hongkong; or to
Mr. JAMES BADENOCH,
Manager, Whampoa.

tf Hongkong, 4th September, 1863.

PORT OF AMOY.

AGENTS and Commanders are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility for Repairing, Sparring, and for Cleaning and Painting Iron Ships,—at moderate charges.

Their large GRANITE DOCK, 286 Feet Long on the Blocks, with 19 to 21 ft. Water in the entrance at Spring Tides, and fitted with Caisson Gate and Steam Pumps, is in complete working order, and is well supplied with every description of materials.

EUROPEAN FOREMEN superintend the work in all Departments.

tf-17 os Amoy October, 1863.

POOTUNG DOCK,

Opposite Tun-ka-doo Cathedral,
SHANGHAI.

D. MUIRHEAD,
SUPERINTENDENT.

THIS Magnificent Dock is now ready to receive Vessels. It is the largest Dock in the East,

The Dimension and Depth of Water being.—	
Length over all,	360 Feet.
Length on Block,	340 "
Width at top,	125 "
Width in the bottom.	50
Width of Dock Entrance,	70
Depth of Water at High-water Neap tides.	16 "
Depth of Water at High-water Spring tides.	21 "

There are Four powerful Steam Pumps capable of Pumping the Dock DRY in four hours and the Caisson can be floated and Vessels enter or leave the Dock at any state of the Tides advantages not possessed by any other Dock inina.

On the Dock ground is kept a large staff of Carpenters and Blacksmiths under the Superintendence of an experienced European Foreman.

There is also a most complete Machine and Engineering Establishment attached, thus, efficient work of every description necessary for the repairs of Vessels and Machinery is secured with the least possible detention.

The Hire of the Dock for a period of three days after the Caisson shall have been in its place is 1 Tael per Ton, and for the Hire of the Dock for each day over and above the said three days 7 Candareens per Ton per day.

Pootung Dock Company will not be responsible for any damage occurring to vessels by any unforeseen accidents to the Caisson or otherwise, nor for the Docking of vessels.

Steamers shall pay on the Gross tonnage.

The tonnage on which dockage shall be charged shall be that reported to the Consulates.

Captains of vessels before leaving the Dock must approve and sign their Cockage bills, and give the Superintendent the name of the vessels consignee.

All Dockage bills shall be signed by the Superintendent and the Chairman of the Dock Company for the time being, and they will be collected through the Commercial Bank of India.

All communications in respect to Docking to be addressed to the Superintendent either at the Pootung Foundry,—at the Dock itself—or to the undersigned.

HOGG BROTHERS,
Agents Pootung Dock Company
Chaou-foong-hong,
Nankin Road,
Shanghai.

tf-13jy Shanghai, 25th June, 1864.

UNION DOCK COMPANY OF HONG-KONG AND WHAMPOA.

CAPITAL $500,000 IN 500 SHARES OF $1,000 EACH.

Trustees.

Hon P. CHOMLEY, Esq. (Messrs. Dent & Co.)
A. F. HEARD, Esq. (Messrs. Augustine Heard & Co.)

Bankers.

THE COMMERCIAL BANK OF INDIA.

THIS Company has been formed for the purpose of purchasing a site in the Colony of Hongkong for Docks and constructing Docks and erecting suitable Premises thereon for carrying on the Business of Building or Docking and Repairing Steamers and Sailing Vessels, and for the purchase of the Docks now owned and carried on at Whampoa by Messrs. T. HUNT & Co. with the Appurtenances Plant and Good-will of the Docking Business of that Firm.

It is proposed to register the Company as one of Limited Liability either under the Imperial Act or under any Ordinance which the local Legislature may pass enabling local Companies to do so, the property of the Company in the meantime being vested in the Trustees, and the Deed of Settlement of the Company, now in course of preparation, is being framed in accordance with this intention.

The very considerable increase in the number of Vessels employed in what may be termed local trade, or in voyages that either originate or terminate at Hongkong, in addition to the great quantity of tonnage visiting the Port from all quarters of the World, afford ample scope for the remunerative operations of Dock Companies, in addition to those which are already in existence.

Application has been made to Her Majesty's Government with reference to obtaining a site for the proposed Docks in the Colony, and the project has been favourably entertained, steps being in progress to facilitate this object, the necessary preliminary investigations as to the suitable character of the proposed site having been conducted and satisfactorily reported upon, by Mr. S. B. BAWTING.

Liberal support has been promised to the undertaking which it is contemplated must necessarily prove a very remunerative one.

Further applications for Shares can till further notice be addressed to the Undersigned from whom forms of application and all particulars can be obtained.

EDWARD H. POLLARD,
Counsel for the Company.

Hongkong, 24th August, 1864.

UNION DOCK COMPANY OF HONGKONG AND WHAMPOA.

APPLICATIONS for the post of "Manager and Secretary" of the Company may until further notice be addressed to the undersigned.

EDWARD H. POLLARD.
Counsel for the Company.

Hongkong, 24th August, 1864.

DEPARTURE OF STEAMERS.

The "*Dumbarton*" leaves To-morrow, at daylight, for Shanghai.

The "*Patino*" leaves for Manila, at 4 P.M. thisday.

The *str.* "*Maria*" leaves to-day, at 4 P.M, for Foochowfoo and Ningpo.

The "*Formosa*" leaves To-day, at 6 P.M. for Shanghai, Ningpo, Nagasaki and Yedo.

DEATH.

On 3rd October, at Hongkong MARY ANN, youngest child of Mr. A. MCDONAL, Shipwright, aged 11 months.

The Daily Press.

HONGKONG, 5TH OCTOBER, 1864.

THE *Benares* arrived at about half past ten last night with the London mails of 26th August. The Straits Times Extra was delivered last night to such subscribers as sent for it. But it was twelve o'clock before we were ready to circulate them, we deferred that operation until this morning at daylight. The *Benares* left Singapore on the 28th ultimo, and has delivered the mails in thirty nine days.

The American telegrams given in the Straits Times Extra appear to us of doubtful authenticity. That of the 13th August states that Sherman had retreated to Harper's Ferry, and that a severe engagement had taken place at Chattanooga, in which the Federal General Steadman was wounded. Now allowing that Sherman means Sheridan the news seems doubtful, because the postal dates come down to the 12th and say not one word about these events.

Then the telegram of "America 18th August" states that Beauregard with 20,000 troops had reinforced Hood at Atlanta—that Sherman had been defeated there—and that Grant after driving Lee within six miles from Richmond had been driven back again.

Now our own telegrams, which reach to the 20th say not one word about any of these events—but they do say that two attacks on Fort Morgan (which we are pretty sure is at Mobile) had failed, and that the papers continued to call loudly for peace.

The situation of affairs in the United States does not seem to have altered much. The nomination of McClellan for President is an important point. The capture of the outer defences of Mobile is a Federal success, and seems to have put a check on the Confederate raids into Maryland, reinforcements being required South. We cannot fancy that Grant and Sherman will achieve any good results, but that they are immensely brave men and iron hearted generals does not admit of a doubt.

The following are our telegrams.

Paris 29th August.

"Turin—The Mexican Ambassador to the "Italian Court has handed his credentials to "Victor Emmanuel.

"New York 18th. General Grant has passed "to the North of James river. Federals pre- "paring to bombard Mobile. The Press re- "commend an Armistice with a view to peace. "Cotton 177."

Paris 30th August.

"New York 20th. Two successive attacks "against Fort Morgan have failed. The "Press persists in advocating peace. Cotton "180."

"Arrests continue on the Tyrol and in "Venice."

"Athens. The Assembly express their "indignation against the deputy who wrote an "insulting letter to the King.

Paris 31st August.

"The rumours of a new loan are contradicted.

"In handing to Victor Emmanuel the notifi- "cation of the accession of the Emperor "Maximilian to the throne of Mexico, the "Envoy trusted that the two governments "would keep up a good understanding. The "Italian King expressed great regard for "Maximilian and doubted not that he will "make his subjects happy."

Liverpool 1st September—Sugar, market paralysed. Rum dull—Rice flat.

Amsterdam 2nd September—Coffee, tendency better. Sugar firm.

Consols 88⅞

THE Calcutta steamer had not arrived in Singapore, when the *Benares* left.

The *John Bright*, arrived this morning from Bombay, having left 48 hours before the *Benares*.

We see that the Confederate cruizer Georgia had been captured by the Federal frigate *Niagara*.

The *United Service* reached Singapore on 24th ultimo and sailed the next day for Bombay. She ran short of coals.

THE *White Cloud* brought down from Canton on Monday 1,600 Chinese passengers at 10 cents each. They landed without the smallest obstruction or surveillance.

The *Kinshan* had we hear only 50 at the old rates—but then as she naturally secures all the European passengers and freight under existing circumstances, she probably displays quite as good a manifest as the other.

ONE of the vulgar errors prevalent in China among Europeans, has reference to the sailing qualities of the native boats, to the handiness of their rig, to their adaptation for river work, and to the economy which can be observed in sailing them. A stranger arrives in China, and seeing a pilot boat run alongside the vessel he may be on board of in a very dexterous manner, he takes a fancy to the craft and gives her credit for qualities which she does not possess; the fact being that the trick of going alongside a ship, exhausts a China boat's qualities.

We can speak from practical experience on the subject, and we say that there is not a greater fallacy conceivable than that which causes a preference to be given to Chinese craft over European or American. We affirm it as our firm conviction, that except for the very doubtful advantage of running alongside a ship, Chinese craft except in small boats for harbor work, are in every respect inferior to European or American.

In the first place let us consider the rig. The bamboo stretchers on the sail may enable a craft so provided to lay closer to the wind than a craft fitted with European or American cut sails. But of what earthly use is such an advantage? A properly cut European or American sail will lay closer to the wind than there is any occasion for. In smooth water for small boats a China sail may be handier, especially in craft that carry much deck lumber, but in a large boat under any circumstances its disadvantages are manifold and palpable. Its weight is far greater than that of an European sail, and consequently it requires more hands to hoist it. Then the halliards are made fast at about one quarter the length of the head of the sail. It must be obvious that a sail thus slung must fall at the long end—and yet as we all know in a China sail, the long end is made to peak. This is effected by means of ropes fastened to the forward ends of the stretchers, passed round the after part of the mast. The strain on these ropes, called by the Chinese *moroes*, is enormous in a large sail—in a sea way they cut into the mast, and will often carry away in spite of every precaution. This vice in a China sail absolutely condemns it for heavy weather, and will explain the reason why Chinese vessels have so often to bear up when there appears little necessity for doing so.

Besides, an effective topsail cannot be carried to a China sail. It may be argued that China boat will steer without bowsprit—and so will European or American, if the foremast be shipped as far forward as is the case in Chinese boats. It may also be argued that Chinese boats do not require a strong clinch to make their main sheet fast to that is very true and if they did we doubt very much whether a place could be found to secure it to. If that be an advantage we will make a present of it to the backers of China boats.

The next disadvantage of the China boat lies in the model—the idea in their construction is that the fore-foot and the rudder shall hold the boat to windward. They are shaped fine forward, and carry no cargo in the fore end—Aft they are very full and consequently they drag a vast amount of dead water after them.

Then the rudder—the principal defect, and the leading characteristic of the craft. We will say nothing as to the mode in which it is secured, nor about the weakness of the stern by reason of the aperture in which the rudder slides. We will view the rudder as a rudder, in relation to the craft's draft of water and to the facility and security with which it can be worked. When a China rudder is in use, it is down below the bottom of the vessel, and will require in a moderate sized lorcha, about nine feet of water to work in. On reaching shallow water, this may be reduced by a foot or so—but on the water shoaling still more, the rudder has to be hoisted into the aperture of the stern where it is immoveable or nearly so. Consequently when a China boat has only sufficient water to float herself, she has to be steered without a rudder. Surely this condemns them for shallow water.

And as for deep water, when it blows hard, China boats have to be steered by a tremendous tiller, which it requires a number of hands to manage. The tiller sometimes sweeps the deck, when it becomes a very dangerous customer. Under such circumstances, the rudder is almost sure to be lost.

Again—the rudder of a China boat of course acts like a keel or centre board, and naturally enables vessels of small draft to hug the wind. That is the reason why China boats are so much used in this harbor, which being deep, allows the rudder to be used when plying, and hauled up as the wharfs are approached—but then it must be borne in mind that in addition to the defect in the model of the stern above alluded to, the obstruction of the rudder itself below the vessel's bottom must be a great disadvantage in retarding the progress through the water.

Whilst treating on this subject, the action of the rudder of a China boat should be explained. A vessel built on European principles, when it is required to put her about, is guided in her course by the rudder, and she sails round,—the deeper her keel, the larger being the circle she describes—and should she not have sufficient impetus to enable her to describe an arc of that circle sufficiently large to induce the wind to act on her forward sails with the sheets to windward, she misses stays. But in a China boat the rudder is the keel, and when it is put over the craft follows the line of it—so that the fore foot origing, forms the centre of a circle the stern describing the outer edge. This is the great advantage claimed for China boats, and it is thus they are enabled to run alongside ships in the manner they do. An European craft which retains her head way in going about would under such circumstances strike the ship—the progress of the China boat is stopped by the rudder. Whether this be an advantage or not, we leave to yacht sailers to decide. We say that in beating to windward in smooth water, the head way of a craft in going about is a great advantage.

A lorcha of one hundred tons capacity cannot be sailed with less than ten hands, because of the labor required to hoist the mainsail and to steer. A smack of the same capacity can be sailed with three or four men and do more work by far.

The impression here appears to be that a China boat can be taken alongside a wharf easier than a smack. There is no trouble in Europe or in the United States in running smacks alongside wharfs, and we think the operation is as well performed there with smacks, as it is with China boats here.

These are our sentiments—whether they are true or not, we should say that the craft described in the following notice, taken from the Illustrated London News, solves the question very fully. We know not any purpose for which a China boat is adapted, that this newly constructed craft is not far more suitable for; and we do know a great many purposes for which this new craft is adapted, that a Chinaboat is not suited to at all. For cargo boats, lighters, lorchas, or coasters the craft described below appear to us wonderfully adapted to the China trade.

Flat-Bottomed Iron Schooners for New South Wales.

We have just received an account of the safe arrival at Sydney of the two new iron-flat-bottomed fore-and-aft schooners, West Hartley No. 1 and West Hartley No. 2, built by Messrs. Lewis and Stockwell for Messrs. Broomfield and Whitaker, of Sydney, New South Wales, under the supervision of Captain R. Whitaker. The dimensions of these vessels are as follow:—Length, 90 ft.; breadth, 17 ft. 6 in.; depth of hold 5½ ft.; there are is a centre-board with a "drop" of 6 ft. The vessels are classed at Lloyd's A 1 for six years, register 90 tons, and carry, when loaded, 100 tons of coal. They are perfectly flat-bottomed, and, when loaded for Sydney, only draw 2 ft. 9 in. With this very light draught of water, they have just completed the voyage to Sydney, a distance of 16,000 miles. Although they experienced very severe weather, they arrived in good condition. They are intended for the West Hartley Coal Company, of New South Wales, and are to be employed in carrying coals to Sydney from Lake Macquarie, where the company have some very extensive coal-mines. This coal is of the finest quality for steam and household purposes, and crops out to the water's edge, the seam being thirteen feet in thickness. As the harbour of Lake Macquarie is a bar harbour, with only four feet depth at high water, vessels of a very light draught are necessarily required to convey this coal to Sydney; and these two schooners are the pioneers of a fleet of twelve such vessels about to be constructed for the Australian West Hartley Coal Company. They are able to keep pace with the crack schooners in those seas, going before a strong breeze eleven miles an hour, and working to windward in a gale of wind without ballast. Their success appears to have solved the problem of the safety of such light-draught vessels in making long ocean voyages, and it will, perhaps, do away with the tedious process of first building the vessels in England, then pulling them to pieces and sending them out in ships, and, when arrived at their destination, rebuilding them at great labour and cost.

It may be interesting to nautical men to know that the respective captains of these two vessels on their passage out to Australia adopted quite opposite tactics, in order to provide for their safety in a gale of wind; since No. 1 West Hartley ran before the gale, while No. 2 always lay to, showing that these vessels would be as safe in one way as in the other. Captain R. Whitaker has likewise had built by Messrs. Richardson, of Newcastle, and sent out to Sydney, four screw-steamers, each of 200 tons, drawing only 6 ft. of water, which have all safely arrived at Sydney.

And whilst on nautical topics, let us call the attention of our readers to the following account of a new Blockade runner, also reproduced from the Illustrated London News. The length is palpably erroneously stated, and should be 330 feet.

The Blockade-Runner Lizzie.

This steamer has been built, in the Clyde, for the purpose of running the blockade of the ports of the Confederate States of America. The vessels most suitable to this hazardous employment are those of light draught and great speed. The building of such vessels has developed a large trade, particularly among the shipbuilders of the Clyde. The Lizzie was launched a few weeks ago, from the building-yard of Messrs. Henderson, Coulborn, and Co., at Renfrew, near Glasgow. She had been built to the order of Mr. W. C. Dealey, of Liverpool. When completed, she took on board a select party for a short cruise down the Channel, to test her speed. The result of her performances was far beyond the expectations of her builders and owners; it gave the utmost satisfaction to everyone on board. The speed throughout was twenty-two miles an hour, and that was maintained with the greatest ease. This speed is unprecedented in the experience of steam-navigation; no steamer of whatever size having maintained in open channel a speed equal to that of this little vessel. The principal dimensions of the Lizzie are:—Length, 230 ft.; breath, 22ft.; depth, 9ft. ab at 300 tons gross tonnage. Her engines are on the builders' patent diagonal oscillating principle, and of 150-horse power nominal. She has feathering paddle-wheels and vertical tubular boilers. The same builders have several steamers on the stocks, intended for the same trade, and all of them calculated for a high rate of speed.

The Inquest on Lonsdale.

The inquiry into the circumstances which led the death of Lonsdale was conducted in a most patient manner both by the coroner and the jury, and extended over a period of nearly three weeks.

In our issue of the 18th ultimo we gave the evidence of SEIK HOOSEEN and MAHOMET AHAB, two boarding house keepers, and of JOHN KINNEY a discharged seaman living at Julian's boarding house, who saw the shot fired which it has since been ascertained, was the one which killed Lonsdale. Since then a great number of witnesses have been examined, but none of them were able to identify the murderer.

We will now proceed to give an outline of the evidence adduced since the 16th September.

THOMAS BROWN, a seaman boarding at Julian's, saw five or six Indian constables hiding in the bush opposite the Joss house, while the soldiers were making a row in the neighbourhood, but as soon as they (the soldiers) ran away down the steps, the policemen came from their hiding place, and one of them stood on the bank, took aim and fired his musket at the retreating soldiers. He was unfortunately unable to point out the man who did this.

GEORGE FOUNTAIN, saw a body of soldiers numbering about 150, running away from the picket fill met by the police under command of Mr. Jarman, when they turned back and took different directions, some of them running down the steps. Two or three were captured by the policemen as they turned to retreat, and one of these was struck down by a constable by a blow dealt with the buttend of a musket. Another had a struggle with a policeman in the road and the musket went off. This witness also swore to seeing the black policeman go on the mound, and, taking aim down Ladder Street, fire his piece. He also heard a third shot but did not see it fired, which seemed to proceed from near the Joss house steps. He saw five or six constables with muskets all of whom appeared to have kept out of the way until the arrival of the party under Mr. Jarman, the one who fired from the mound came from the bushes; the disturbance was entirely over before the police appeared on the scene.

A BOXMAKER, a European constable, saw the soldiers making a disturbance in Lower Lascar Row and went to the station to report the circumstance. He joined the party under charge of Mr Jarman, which numbered between 30 and 40 Indian constables, and marched to Hollywood Road, where, near Julian's, a number of soldiers running in the opposite direction met them. The soldiers seeing the police, turned and fled. Jarman called to his men to halt, the Indians would not obey his command, but drawing their swords, rushed after the soldiers. Witness, Phillips and Mr. Jarman, who also drew his sword, endeavoured to stop the policemen and succeeded in getting together about three fourths of the party whom they re-formed opposite the Joss house. The muskets of those men had all been taken from them before leaving the Central Station, but four others with muskets joined their party on the way.

Witness saw an Indian Constable fire his musket from the North west corner of the Joss house, but could not identify him, and immediately afterwards heard one of the picket drawn up close by, say, that he was shot in the back and ask for water. He heard another one say "I am shot too in the wrist." Mr. Jarman sent witness to procure chairs for the wounded men and on his return he saw the deceased Lonsdale lying dead in Ladder Street.

CHARLES PHILLIPS, a constable, was also with the party under Mr. Jarman, and gave very similar evidence but said that no men with muskets fell in on the way. He saw a black policeman run out of Square Street and fire the shot which wounded two men of the picket.

After this, witness seeing another Indian in the act of loading went and examined his musket but it did not appear to have been recently discharged; the man had completed his loading and was returning the ramrod when witness went to him and asked him why he was loading. He said because he was afraid.

He heard no orders given to fire, nor did he hear any remarks made by any one about cartridges.

ROBERT MC. INNES, a runner at Julian's saw a soldier, knocked down by a constable with a clubbed musket. Saw another struggling on the ground with a policeman and the musket went off. There was no disturbance when the police arrived.

JAMES JARMAN, Deputy Superintendant of the Police, took command of the party consisting of about 50 Indian constables, 3 Indian Sergeants, and 2 European constables, and, having directed their musket, to be taken from them he marched off the man to the spot where the soldiers met them, and turned to run away. His men without his orders drew their swords and dashed after them. He shouted to them to halt, but his command was unheeded. Witness then also drew his sword to assist him in stopping his men. He heard two reports of muskets but made no remark to any one about cartridges. He went into a boarding house which was partially on fire and remained there about 20 minutes. On leaving this house he was told by constable Phillips that Captain Quin was examining the men's muskets to discover who had fired, and notwithstanding that an officer of the picket asked witness to examine the arms, he thought it was unnecessary to do so as Capt. Quin was already so engaged. He was not aware of an examination being made on the following morning for the purpose of finding the men who fired the shot. Certainly no disturbance when he arrived on the scene. No men with muskets fell in with his party on the way from the Station.

JOHN ALLEN was with the witness Brown when the two first shots were fired and made a similar statement respecting them, but was running down the steps close to Lonsdale when he was shot.

JAMES GRANT, Inspector of Police, was on duty at the Central Station on the evening of the 13th, and examined the men before they went on the first night duty. There is no order about the muskets being loaded but they must not be capped. He never examines the pouches of the men, but Capt. Quin does so when he is present. Each man is supposed to have 3 rounds of ammunition. The same man's muskets were examined by witness on the night of the 9th, and they were, without exception, all loaded. There are no means of knowing if a man has discharged his piece unless a report is made of it. Each constable keeps his own musket under his own charge, but they are not numbered. There is an order that any man who has occasion to discharge his musket shall report it to the Inspector on his return from duty. On the night in question no report of the kind was made. Witness has been six years in the force, 5 of which he has been an Inspector, but he knows of no periodical examination of ammunition. There is no armourer, there is no stated parade to examine arms to see if they are all in proper order and repair. The men who were on duty at the Manila boarding house were Nos. 295 and 297 the first of whom he heard from constable Phillips had been seen loading his musket. These men were brought into the charge room afterwards and witness in the presence of Lieut. Jellicoe examined their arms and found them loaded. They had neither of them been recently fired.

ANTHONY CHARLES MONTAGU JELLICOE, Lieut. in H. M's 99th Regiment was the next witness examined. He said: On the evening of the 13th September I was ordered to take command of a picket, accordingly at 20 minutes past 6 P.M. I left the barracks with 22 rank and file and four Sergeants to proceed to Taipingshan to get as many men as I could bring back to barracks. We arrived at about a quarter past 7 at the foot of Ladder Street, Queen's Road, where I halted my party and divided it into two portions, one of which I sent in charge of Sergeant Connors to proceed further West where he would turn round into the Hollywood Road and join me at the top of East Street. I with my subdivision then went up East Street, at the top of which Serg. Connors with his party joined me. The reformed party I then marched towards the Joss house, on our way to which we met no soldiers, but I saw some boxes being thrown from the window of a house which I have since learned was a Manila boarding-house. I halted the picket facing the Joss house, and then saw a number of soldiers near Julian's who rushed past us and took different directions as they ran away. I then observed a flash and heard a report which proceeded from the Joss house and saw a native policeman with a musket in his hand turn away. At that moment I heard a second report proceeding more from the Eastward, and two of my men said they were shot, the first of them—Dalton asking for a drink of water, I then saw 5 or 6 policemen, all with muskets drawn up opposite, with their backs to the Joss house, and a number of others rushing up and down. An European was in command of those with muskets, and it is my belief it was Mr. Jarman; I told him that a black constable had shot two of my men, but he made no reply. I sent for chairs for my wounded men, as I shortly afterwards heard a third report, but was unable to distinguish whence it proceeded. I then marched my picket down Ladder Street and one of my men said "Here's another man shot, sir." I then saw Lonsdale lying face downwards bleeding from the mouth, with his head against the wall of the brothel. With some difficulty a chair was procured and I went to a black sergeant of police who was there and entreated him to prevent the men firing; I spoke to him in Hindustance. I also met Captain Quin and asked him to have the arms of his men examined as soon as possible or there might perhaps be some difficulty in finding out who fired the shots; I afterwards repeated this request at the station. I am satisfied that had not the men been frightened by the police I should have brought them all in. I did not order my picket to stop the soldiers who were running from the police for I consider, that the picket becoming thus mixed with the others, a far worse catastrophe might have ensued. The four sergeants were sent with me to conduct my men I might have occasion to send to barracks, and a few stragglers whom we met on the road I sent back in charge of one of them.

JOHN CONNORS, the Sergeant who had charge of that portion of Lieut. Jellicoe's party which rejoined him at the top of East Street, gave similar testimony, but stated further that he saw the policeman fire from the corner of the Joss house and run from the ranks to catch him, but was knocked down by a blow on his ankle given by another constable with a staff from behind; when he got up he heard the second shot which passed close to him in a line with the picket. He saw another Indian constable whom he should not be able to identify, standing on the mound raise his musket to his shoulder to take aim. Connors ran at him to prevent his firing, rearing out as he approached "Stop, stop, what are you firing at?" Witness got within two feet of the fellow when he fired, and saw by the bright moonlight a soldier,—Lonsdale,—fall head foremost down the steps. Had he had presence of mind he could with the greatest ease have held the murderer, but the anxiety he felt for the fate of his comrade, induced him to leap over the bank and run to assist him. This witness distinctly heard Mr. Jarman say, when the first shot was fired "Don't be afraid, they're only firing blank."

Another sergeant of the 99th deposed to having endeavoured to capture a man who fired, but was also knocked down, as he supposed, by a Chinaman. He said he heard Mr. Jarman say the same words deposed to by the last witness.

The only remaining evidence was that of

CAPTAIN QUIN, who deposed as follows:—About seven o'clock on the evening of the 13th, I received information from the Inspector on duty that there was a riot in Lascar Row. I proceeded to the Central Station where I saw about 50 men mustered under command of Mr. Jarman; their muskets were left in the charge room, and they marched off some with side arms and others with staves. I wrote a hurried note to the Adjutant of the 99th regiment requesting him to send immediate assistance from the garrison as it was reported that there were about 300 soldiers creating a disturbance. I then went on horseback along Queens Road and at the cross-road saw a stream of soldiers, about 150, going East. At the foot of Ladder Street I came to a picket standing; Lieut. Jellicoe, who was in command told me that one of the 99th men had been shot by a constable, and one of the picket wounded, and asked me if I could not ascertain who were the guilty parties by examin ning the pouches of the men. I replied, that I was not certain of that as the men had sometimes more and sometimes less cartridges in their possession. I then rode back to the Central Station where I made the circumstance known, and gave orders to the Inspector on duty to endeavour to discover who had fired the shots, then taking a Sergeant with me, I returned to Hollywood Road and met constable 174 near the Spanish Consuls. Both the sergeant and myself examined his musket which bore no traces of having been recently fired. I stopped again by the Joss house and made some inquiries, and found No. 426 who was on duty in Square Street and No. 205 one of those in charge of the Manila boarding house, both standing at the corner opposite the stops; having examined the arms of these two men, which showed no signs of having been lately fired, I directed that the two men should be taken to the station and their muskets be impounded. I also examined the musket of the sergeant in charge of that section; this was also in proper order. Altogether I looked to the arms of five constables none of which showed traces of having been discharged; I also sent four sergeants to examine the arms of all the constables of No. 5 section—Nos. 4 and 7 sections are in the vicinity. Constables sometimes, contrary to orders, will leave their section and take their muskets with them into houses, others who had been on chain gang duty would probably be in the neighbourhood at that hour. I returned to the Station and gave orders to the Inspector to examine the men when they came off duty. On the following day in the presence of Major Dunn the arms impounded on the previous night were examined. One of the muskets had two balls in it; that was Gonpil Rhanjee's the man who was seen by Phillips reloading his piece. The Police standing orders are read out to the men on the first Monday in each month. It is most difficult in a body constituted as the Police to maintain the discipline as rigidly as I could wish. I made a report to the Government of the occurrences of the 13th, I wrote it early on the morning of the 14th. In that report I stated that the constables on duty had in their endeavours to quell the disturbance fired their muskets, and that the police had suppressed the riot before the arrival of assistance. I meant the assistance of the large body I had sent for to the adjutant. I received no report that the constables under Mr. Jarman acted without orders, and that when ordered to halt had rushed on and drawn their swords. I myself examined the men of the section on the following day, each man giving an account of himself, where he was and what he had done during the progress of the disturbance. Inspector Cronin had told me in the afternoon something about it being reported that a disturbance was premeditated, but I was then hurried, there being an alarm of fire, and afterwards having to attend an inquest the rumour was forgotten.

This completed the evidence. The jury immediately returned the verdict which we published in our issue of Saturday.

LETTER TO THE EDITOR.

To the Editor of the "Daily Press."

Yes! noble Colonel and Officers of the 22nd B. N. I. Regiment! give us, we pray, more music!

DEAR SIR.—The unhappy disturbance between the soldiers of the 99th, and the Malays, during the past month, has resulted in the removal of the quarters of the former to Kowloon, which change has most lamentably deprived the innocent residents of this Colony, of the amusement and delight they experienced by the excellent Band of the above Regiment. Justice or injustice of the above affair, is not my aim at present to discuss in this letter. But "letting bygones be bygones." I on the part of all the music—lovers of Hongkong, beg most respectfully to request the Colonel and Officers of the 22nd B. N. I. Regiment, to extend their further kindness towards the citizens of this quiet and, to a certain sense—dull Colony, by ordering their splendid Band to play, twice in a week, instead of once, as heretofore, *for a few days only*, until some new Regiment is substituted in the place of our old and respected friends of the 99th.

No appeal, either public or private, to the obliging Officers of the 22nd, for the judicious use of their splendid Band, has gone in vain; so, sir, even for a moment I do not doubt, the above will go unheeded.

What *Doctors* have failed to achieve for the restoration of the health of their patients, *music* has wonderfully accomplished the purpose of them by its melodious strain; and no small boon will it be to us, when once again, we all shall be the hearers of music, twice in a week, in the Government Gardens.

Believe me, Mr. Editor, that your persuasive voice in the above matter, will confer no insignificant favor, on all your readers and subscribers, who, all—most all, I believe, should be very fond of music.—I remain dear Mr. Editor,

Yours faithfully,
F. D.

INTIMATIONS.

ALL Notices for Burials must be sent to the undersigned by 11 A.M. of the day of intended interment, for transmission to the Colonial Chaplain, otherwise they cannot be attended to till the following day.

C. COLLINS.
Acting Sexton.

tf Hongkong, 5th November, 1863.

PHOTOGRAPHY.

MESSRS. S. W. HALSEY, & Co. in returning their thanks to the community for the patronage so liberally bestowed upon them, beg to intimate that they have removed to those extensive premises formerly occupied by Mr. F. G. Reed, directly opposite Oriental Bank, where they are prepared to take portraits, groups, &c in a style equal to any European productions.

Messrs. S. W. HALSEY & Co. have taken great pains in fitting up the gallery and waiting rooms and beg to call the attention of the public to the fine collection of Panoramic and others views of Hongkong, Canton, Macao, and others places of interest in China and Japan, especially several very fine coloured photographic views of Hongkong, &c., now ready for inspection. Cameras, Lenses, Chemicals, and every requisite for the pratice of the art of Photography in all its branches constantly on hand for sale.

tf Hongkong, 15th July, 1864.

LIN-CHEONG.
No. 521,
QUEEN'S ROAD,
HONGKONG.
Making an Repairing all kinds of Iron and Copper Wares.

tf Hongkong, 21st April, 1864.

WANGHAI STEAM BAKERY COMPANY.

TIFFIN, WATER, SODA, and SUGAR BISCUITS can be had fresh from the WANGHAI STEAM BAKERY COMPANY at 10 *cents per lb.* in quantities to suit, or $1.75 per Tin.

All orders sent to THOS. HUNT & Co. *will receive attention.*

tf Hongkong, 17th September, 1861.

PLUMBING BUSINESS.

In all its Branches.

Respectfully beg to intimate to the Community and Captains of Steam and Sailing Vessels in General, that I have obtained the services of an experienced PLUMBER and ZINC WORKER &c., just from England.

A Supply of House and Ship Material connected with the above Branches always on hand. Plunge and Shower Baths for Hot and Cold Water, also lift and force Pumps made to order.

JAMES SOGAN.

tf Hongkong, 21st August, 1863.

Wm. DOLAN.
SAILMAKER.
DUDDELL STREET, HONGKONG.

tf Hongkong, 20th July, 1864.

SONGKONG BAKERY.

DORABJEE NOWROJEE begs to inform the Public, that he has established a *Bakery* Fancy Pastry, and Confectionery business on his premises, Queen's Road, adjoining the offices of the P. O. S. N. Company, and hopes from his long experience and careful attention to merit the patronage and support of the Public.

Hongkong 4th August, 1860.

NOTICE

MCPHERSON, AMING & Co., Shipwrights A. Boatbuilders, &c., have always on hand a supply of Blocks and Spars. Ships have down and all necessary repairs whatever effected. Water Casks coopered, and all carpenters and blacksmiths work undertaken.

3m Macao, 20th July, 1864

HOLLOWAY'S OINTMENT & PILLS.

HOLLOWAY'S PILLS and OINTMENT have the largest sale of any Medicine in the World.

The Pills are the finest purifiers and regenerators of the blood ever known. They speedily correct all disorders of the Liver

TIMATIONS.

gned having just imported direc
land an Ullmer's Diagonal Paper
ing Machine together with a Mill
Machine and other implements,
requisite for a first class Book bin-
ment, begs respectfully to inform
, and the public in general that he
executes with despatch all orders.
be favored with, and in soliciting
and support of the public, he evils
opportunity to offer his assurance
ons will be wanting on his part to
work entrusted to him in the strong-
d most elegant manner and to the
his patrons and supporters. Terms

A. CINDELL,
Wellington Street, No. 2163.
, 26th August, 1864.

WOSING,
BUILDER AND GENERAL
CONTRACTOR.
orm the Community, that he is pre-
undertake the filling up of land and
n the Kowloon side at very moder-

unications addressed to him will be
ended to.
ner of Wellington and Pottinger
ong, 22nd August, 1864.

NOTICE.
NGKONG AND WHAMPOA
Co.'s STEAM TUG "*FAME*" 110
H. P. NOMINAL
erful TUG is available at any
to both Vessels in Harbour, or
or from Sea—at low Rates.
ulars, apply to the Captain on board

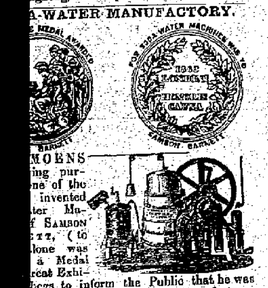
D. LAPRAIK,
Secretary.
, 29th April, 1864.

MacEWEN & Co.,
andlers, Auctioneers and General
Commission Agents,
Remedies' Buildings, Praya East.
Sails made altered and repaired
on the premises.
ft at No. 1, Wood Ville Terrace, Ar-
ed, will be punctually attended to.
ngkong, 5th September, 1864.

MISSION CHAPEL.
rected in Tai-ping-Shan for the be-
of the Chinese and others in con-
th the Church of England.
ptions are earnestly requested for the
et, and will be gratefully received by
THOMAS STRINGER,
Secretary.
St. Paul's College.
ngkong, 31st August, 1864.

LAVILLE DE PARIS,
Queen's Road East, No. 4.
A HONGKONG.
EN FACE DE L'ARSENAL.
e Bourgeoise, Chambres meublees,
Bonnes consommations.
PRIX TRES MODERES.
ngkong, 12th September, 1864.

A-WATER MANUFACTORY.



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Begs to inform the Public that he was
un establishment for the Manufacturer
of the article in the Lane, which runs
th "Daily Press" Office and the German
ouse C No. 10 and trust by pro-
superior article, at the most moderate
attract a share of public patronage.
f the advantages of this Machine is, that
night of the Soda-Water is regulated and
uniform—the water used being pure and

ongkong, 13th July 1864.

CTORIA REGATTA CLUB.
OGRAMME OF MEETING TO BE HELD
3rd and 4th November, 1864.
RACE.—For PAIR-OARS and Two PAIR
Distance, One-Mile. Entrance Fee
ize a Cup presented by the American
unity.
RACE.—For MEN-OF-WAR'S GIGS. Dis-
One Mile and a half. Entrance Fee $1.
Boat $15; Second Boat, Entrance Fees
received by the Stewards until 1.30 P.M.
Day of Meeting.
RACE.—For SINGLE PAIRS. Distance
ile. Entrance Fee $5. Prize, The Ladies
RACE.—For MERCHANT SHIPS' BOATS.
ce, One Mile. Entrance $1. First Boat
Second Boat, Entrance Fees. Entries re-
by the Stewards until 1.30 P.M., on the
f Meeting.
RACE.—For FOUR OARED GIGS. Dis-
One Mile. Entrance Fee, $10. Prize, a
resented by H. MAGNIAC, Esq.
RACE.—For All NON-Commissioned offi-
d Men of any Regiment or Corps in Garri-
Distance, One Mile and a half. Entrance Fee
Prize First Boat, $25; Second Boat, $10
for oars.
RACE.—For SINGLE PAIRS. Distance,
Mile. Entrance Fee $3. Prize, a Cup value
To be pulled for by Members of the Club
have not pulled in a winning Single-Pair in

LING RACE for all Open Boats (Chinese ex-
). Time for Length. First Boat $25, Se-
Boat, $10. Entries received by the Ste-
until 1.30 P.M., on the Day of Meeting.
SECOND DAY.
RACE.—For FOUR OARED CANTON CUTTERS
ice, One Mile and a half. Entrance Fee,
Prize, The Chairman's Cup.
RACE.—For MERCHANT SHIP'S BOATS.
nce One Mile. Entrance Fee, $1. First
$10, Second Boat, Entrance Fees.
RACE.—For PAIR-OARS and TWO-PAIR
s. Distance, One Mile. Entrance Fee,
Prize A Cup, presented by the Canton Regatta
value $100.
RACE.—For MEN-OF-WAR'S CUTTERS.
nce One Mile. Entrance Fee, $1, First
$15; Second Boat, Entrance Fees. Entries
ved by the Stewards until 1.30 P.M., on the
of Meeting.
RACE.—For FOUR OARED CUTTERS. Dis-
, One Mile and a half. Entrance Fee, $10
, a Cup presented by the Hon P. CROMLEY,
c., value 40 Guineas.
RACE.—For HORSE BOATS pulled by Chi-
en.—Distance, one mile. First Boat $10;
nd Boat, $5.
RACE.—For SINGLE PAIRS, Distance one
Entrance Fee, $3. Prize, a cup present-
y a member, value $50. Winner of the La-
Purse excluded.
RACE.—For FOUR-OARED CUTTERS
h Race. Distance, one mile.
RACE. For CHINA PULLING BOATS Dis-
one mile. First Boat 10. Second Boat

LING RACE for Yachts.—Prize, a cup pre-
d by The Hon: Jas. Whittall Esq. Tim
onnage 30 second per Ton.
Boats will be allowed to start for the Races
Presentation Prizes, unless owned and pulled
embers of the V. R. C.
ntries to be made to the Secretary of the Club
or before, *Saturday, October 22nd.*
C. C. SMITH.
Hon: Sec.
ongkong, 1st September, 1864.

PUN LUN,
PHOTOGRAPHER.
Queen's Road, No, 58 Opposite the
ORIENTAL BANK CORPORATION.
takes Portraits, Groups, &c, in best style, also
ps constantly on hand the views of Hong-
, Canton, Hoiham and other Ports of China.
And,
silks, Crapes, Ivory-ware, Lacquered-ware,
stling, &c., &c., on moderate terms.
Sep Hongkong, 2nd September, 1864.

The Daily Press

Wednesday, October 5th, 10 A.M.

Second Edition.

ARRIVALS.

Oct. 4, CAMBRIDGE, Brit. bq., 498, Dennison, Sunderland, 24th May, Coals.—ORDER.
Oct. 5, UNION, Brit. str., 210, Wilson, Formosa, Oct. 3rd, General.—DENT & Co.
Oct. 5, JOHN BRIGHT, Brit. str., 1,200, J. E. Betham, Bombay, Sept. 13th, Singapore, 26th, Opium &c.—CAMA & Co.

REPORTS.

Report of the "Union"
Loss of the "Mathilde"

The steamer *Union* reports that a very severe gale was felt at Formosa on the 24th of September, and much damage done to ships in the harbour of Keelung. The Hanoverian Brig *Mathilde* was driven on to Tamsui bar, and was almost a total wreck when the *Union* left.

On her passage to Hongkong the *Union* called at the Pescadores and was there informed by the Chinese that a two masted iron steamer had been lost on the North rocks on the 27th. of September. Her cargo, they stated, consisted of Cotton and Beancake.

Report of the Mail Steamer "Benares."

The P. & O Steamer *Benares*, Captain Collett, left Bombay on the 14th. September at 9.25 A.M. arriving at Galle on the 18th. at 8 A.M. Left Galle on the 20th. at 2.10 P.M. and arrived at Penang on the 25th. at 7 A.M. which port she left on same day at 1 P.M. reaching Singapore at 9.55 A.M. on the 27th. She left Singapore at Noon on the 28th. and arrived at Hongkong at 9.30 on the evening of the 4th. of October. On coming to anchor she infortunately fouled the ship *Formby* carrying away the latters jib-boom.

She has brought for Hongkong 429 half chests of Opium, 103 boxes of specie and 257 pkgs. of general merchandize; and for Shanghai 290 half-chests of Opium, 116 boxes of specie and 175 pkgs. of General Merchandize.

The *Benares* saw in the China Sea the *Frigate Bird*, barque, bound from Shanghai to London and the brig *Hieronimus* from Hongkong, steering to the Southward.

The *Jessie Douglas* from Shields to Shanghai was spoken off Anjer on the 4th. Sept. 136 days out.

The *Sophia* from Shields to Hongkong was spoken off Anjer on the 5th. Sept. 116 days out.

It was reported at Singapore, that a fine large iron ship from Liverpool to China called the *Sea Horse* had been wrecked in Gaspar Straits.

NOTICES OF FIRMS.

LADAGE & OELKE of Hamburg, beg to inform the Hongkong Community and the Foreign Residents at the other Ports that they have established at Hongkong a Clothier's and Gentlemen's General Outfitting Store under the Firm and Style of

LADAGE & OELKE,

on the premises adjoining Messrs DE SILVER & Co. and S. W. BAKER & Co., Queen's Road Central, where they trust by strict attention to business combined with moderate charges to merit a full share of Public patronage and support.

20sep Hongkong, 15th September, 1864.

MR. J. KIEMER is from this day authorized to Sign our Firm per procuration at this Port.
LADAGE & OELKE.
6m-20sep Hongkong, 15th September, 1864.

MR. G. M. SCHUURMAN is this day admitted a Partner in our Firm.
H. B. VAN DAALEN & Co.

With reference to the above, the business heretofore conducted under the Style of H. B. VAN DAALEN & Co. will henceforth be carried on under the Firm and Style of VAN DAALEN, SCHUURMAN & Co.
3m-Sep15 Singapore, 1st September, 1864.

MR. A. SAJUN is authorized to Sign our Firm in Foochow per procuration from 1st day of August, 1864.
C. NATHABHOY SONS & Co.
Hongkong, 21st September, 1864.

MR. BURJORJEE COWASJEE is Authorized to Sign our Firm per procuration.
C. SEWJEE & Co.
tf Hongkong, 19th September, 1864.

MR. JAMES BANNATYNE is authorised to sign our Firm from this date.
GILMAN & Co.
3m-17au China, 28th July, 1864.

WE have this day established ourselves as Merchants and Commission Agents at this place, under the Firm and Style of ARNEMANN & Co. Offices—21, Stanley Street.
C. ARNEMANN.
ALEX. BIELFELD.
6m Hongkong, 1st July, 1864.

THE interest and responsibility of Mr. LUDWIG WIESE in our Firm ceased on the 31st of December last.

Our Firm now consists of GEORG THEODOR SIEMSSEN, residing at *Hamburg*, WOLDEMAR NISSEN, RUDOLPH HEINSEN, GEORG WILHELM SCHWEMANN, FRIEDRICH ADOLPH JOOST, and EMIL BRUNCKOW.
SIEMSSEN & Co.
6m China, 14th March, 1864.

WE have this day established Ourselves at this Port as Merchants and Commission Agents under the style and Firm of STRACHAN and THOMAS.
W. M. STRACHAN.
J. THOMAS.
15sep Yokohama, 1st July, 1864.

WITH reference to the above I beg to give notice that from this date my business at this Port will be carried on under the style and Firm of STRACHAN and THOMAS.
J. THOMAS.
9sep Yokohama, 1st July, 1864.

I HAVE this day established myself at this Port as Merchant and General Commission Agent under the firm of Lincker & Co.
A. G. LINCKER.
tf 8ly Swatow, 1st July 1864.

WE have established a Branch of our Firm in Hongkong. Office No. 5, Gough Street.
MARGESSON & Co.
4-1ly Canton, 1st January, 1864.

THE interest and responsibility of Mr. E. FRANCIS PARKER in our firm ceases from the present date.
AUGUSTINE HEARD & Co.
tf Hongkong, 1st June, 1864.

I Have established myself at this Port as Public Tea Inspector and Commission Agent.
R. HENRY ROW.
12m-11ap Foochow, 1st April, 1864.

THE Undersigned have been appointed Agents for Lloyds at CANTON and MACAO.
Communications at Macao to be addressed to Mr. E. E. LANGE, H.B.M. Consular Agent there.
GILMAN & Co.
tf Hongkong, 25th April, 1863.

OUR Partnership ceases to-day, by lapse of time.
The business will from this date be carried on by Mr. ROBERT SCOTT WALKER, who will settle all outstanding accounts.
WALKER, BORRADAILE & Co.
Hongkong, 16th June, 1864.

WITH reference to the foregoing announcement, the business of the late Firm of WALKER, BORRADAILE & Co., will from this day be carried on by Mr. ROBERT SCOTT WALKER under the style and title of
ROB. S. WALKER & Co.
Hongkong, 16th June, 1864.

MR. WALTER HYDE NOILLEY is authorized to sign our Firm per procuration.
ROB. S. WALKER & Co.
Hongkong, 16th June, 1864.

MR HANS PETER HANSSEN is this day admitted a Partner in our Firm.
DENT & Co.
3m Hongkong, 1st July, 1864.

THE Interest and Responsibility of Mr. E. H. BURGY in our Firm ceased on the 30th of June last.
SMITH ARCHER & Co.
3m Hongkong, 8th September, 1864.

ON the 1st of August, 1864, We shall establish in Hongkong a branch of our firm similar to those established by us in Batavia, Sourabaya, Samarang and Singapore.
BAHLMANN & Co.
tf Amsterdam 6th June, 1864.

WITH reference to the foregoing circular we have this day established ourselves as General Merchants and Commission Agents, Mr. A. Meyer, will sign our firm per procuration
Office Stanley St. No. 13.
BAHLMANN & Co.
tf Hongkong, 1st August, 1864.

MR. WALTER MILLER NORTON, is this day admitted a partner in our firm.
ALT & Co.
Nagasaki 1st July, 1864.

THE Interest and responsibility of Mr. JACOB WITT in our Firm ceased on the 24th day of November, 1863.
E. AUBACH & Co.
tf Ningpo, 23rd January, 1864.

WE have admitted Mr. F. SCHELLHASS a Partner in our Firm on the 14th ultimo.
HAGEMEYER & Co.
3m-26sep Hankow 8th September, 1864.

I Have this day established myself at this Port as Merchant and General Commission Agent, under the style and Firm of KAW HONG TAKE & Co.
KAW HONGTAKE.
m-6ly Foochow, 1st July, 1864.

THE Interest and Responsibility of LEE-SHU CHUN as partner in YIK-YUEN, Chandlery Shop, Queen's Road Praya, No. 39, from 11th Moon last year, ceased on the 8th Moon, 24th day this year. All accounts have been settled with him, but besides the interest allotted to him deducted, it is found that he still owes 20 Taels which as he is unable to pay, he agrees to have his share deducted and if insufficient, he shall be looked to for the payment of the balance.
TUNG-CHEE, 3rd year, 8th Moon 24th day.
1w Hongkong, 20th September, 1864.

THE Undersigned, formerly assistant with Mr. Zobel, and latterly with Mr. Javet, begs leave to announce that he has this day commenced business on his own account as CHRONOMETER AND WATCH MAKER, at the premises below Mrs. Marsh, adjoining the Hongkong Dispensary.
G. da SILVEIRA.
tf Hongkong 1st August 1864.

MR. JOHN STEWARD LAPRAIK is authorised to sign my name per procuration from this date.
D. LAPRAIK.
tf Hongkong, 1st April, 1864.

WE have established a Branch of our Firm at Cheefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.
MEADOWS & Co.
tf-28no Tientsin, 2nd November, 1863.

Vessels Loading

M. signifies loading at Macao. W, at Whampoa.

DESTINATION.	NAMES OF VESSEL, AND MASTER		FOR FREIGHT, APPLY TO	TO BE DISPATCHED.
LONDON	Cambria,	Wood	Smith Kennedy & Co.	Quick dispatch
SUEZ *&c. (Peh. mail str.)*	Donnai, str.	Bourdon	Mess. Imperiales.	25th Oct. at Noon.
NEW YORK	N. B. Palmer,	J. Steele	Smith, Archer & Co.	Quick dispatch
LIVERPOOL	Kelbrek,	Taggart	Smith Kennedy & Co.	Quick dispatch
SINGAPORE	Kate Gregory,	Walker	Johnson & Co.	Quick dispatch
	T. H. Herwig,	Wilson	Bourjau H. & Co.	Quick dispatch
	Edwin Fox,	F. Maclean	M. Dhurumsey & Co.	Quick dispatch
	Siam,	Fischer	E. & J. Meyer	Quick dispatch
	Futaheel Aziz,	S. Most	C. Hajee Remtoola	Quick dispatch
	La Serena,	Beale	Johnson & Co.	Quick dispatch
	Corea, str.	Christiansen	P. & O. S. N. Co.	Quick dispatch
	Formosa, str.	Brown	P. & O. S. N. Co.	Quick dispatch
	Dumbarton, str.	Vincent	Gibb, L. & Co.	Daylight, at 7th.
	Lord Macaulay,	Care	Jardine M. & Co.	Quick dispatch
MELBOURNE	Marin Ross,	David Ross	Parker & Co.	Quick dispatch
Direct	Jane,	Stephenson	Rozario & Co.	Quick dispatch
MANILA *Direct*	Asuncion,		Reynolds & Co.	Quick dispatch
MELBOURNE & SYDNEY	Ellen		Parker & Co.	Quick dispatch
LABUAN *via* BALLABAC	Vibilia,	Mathewson	J. Harry Patmore.	To-day, daylight.

CIRCULARS.

Steam to Canton.

The "*Hanhow*," To-day, at 9 A.M.
The "*White Cloud*," To-morrow, at 8 A.M.
The "*Kin-Shan*," To-morrow, at 9 A.M.

Steam to Macao.

The "*Pei-ssen*," To-morrow, at Noon.

FOR FREIGHT OR CHARTER.

THE *A* 1 magnificent French Clipper Schooner

"HELENE,"

Captain Guerin, of about 230 Tons Register.
Apply to
LUTKENS, ROESING & Co.
21 Hongkong, 4th October, 1864.

THE *A* 1 Danish Barque

"LIZZIE,"

H. C. Keimer, Master, of 8000 Piculs Carrying Capacity or thereabout.
Apply to
OXFORD & Co.
23 Hongkong, 4th October, 1864.

THE *A* 1 British Barque

"ALICE MARY,"

of 247 Tons Register. A voyage terminating at Singapore would be prefered.
Apply to
TURNER & Co.
tf Hongkong, 30th September, 1864.

THE *A* 1 British Clipper Ship

"MARY NICHOLSON,"

Captain Freebody, of 600 Tons Register.
Apply to
GIFFORD & Co.
No. 1, Gough Street.
tf Hongkong, 22nd September, 1864.

THE *A* 1 Clipper British Ship

"HAMLIN,"

1100 Tons Register.
Apply to
PARKER & Co.
tf Hongkong, 26th September, 1864.

THE *A* 1 British Ship

"MONARCHY,"

Captain Day, of 701 Tons Register.
Apply to
DENT & Co.
tf Hongkong, 23rd September, 1864.

THE *A* 1 Hamburg Brig

"SUPERB,"

H. von Appen, Master, of about 5200 Piculs Carrying Capacity.
Apply to
HESSE, EHLERS & Co.
tf Hongkong, 21st September, 1864.

For United States or United Kingdom in preference.

THE *A* 1 Clipper Barque

"RECONNAISSANCE,"

Captain Rullier, of 218 Tons Register and capable of carrying 350 Tons of measurement Goods.
Apply to
VAUCHER & Co.
tf Hongkong, 17th September 1864.

THE *A* 1 British Barque

"JOHN & MARY,"

Geary, Master, of 1000 Piculs Carrying Capacity
Apply to
D. LAPRAIK.
tf Hongkong, 13th September, 1864.

THE *A* 1 British Barque

"XULLA,"

Captain Hinds, of 526 Tons Register.
Apply to
JOHNSON & Co.
tf Hongkong, 7th September, 1864.

THE *A* 1 British Ship

"JAMES VINNICOMBE,"

Capt. Wowell of 679 Tons Register,
Apply to
ADAM SCOTT & Co.

THE *A* 1 British Brig

"LAYARD,"

Captain Green, 175 Tons Register.
Apply to
GIBB LIVINGSTON & Co.
tf Hongkong, 24th August, 1864.

For Sale, Freight or Charter.

THE *A* 1 fast sailing American Barque

"HIAWATHA,"

Apply to
A. RYDER,
Master.
2 Hongkong, 1st October, 1864.

THE *A* 1 British Barque

"URBAN,"

Booker, Master of 272 Tons Register. This vessel is well adapted for the coasting or Bangkok trade, Carrying a large cargo on a light draft of Water.
For further Particulars, apply to
J. S. HOOK.
tf Hongkong, 16th September, 1864.

VESSELS ON THE BERTH.

FOR SHANGHAI.
THE P. & O. S. N. Co.'s Steam-ship

"FORMOSA,"

will leave for the above place with immediate despatch.
THOS. SUTHERLAND,
Superintendent.
Hongkong, 4th October, 1864.

FOR SHANGHAI.
THE *A* 1 British Steamer

"DUMBARTON."

Captain Vincent will be despatched for the above Port TO-MORROW, the 5th inst. at 5 P.M. The steamer leaving at daylight on the 6th.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
18 Hongkong, 4th October, 1864.

VESSELS ON THE BERTH.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steam-ship

"COREA,"

will have immediate despatch for the above Port.
THOS. SUTHERLAND,
Superintendent.
7 Hongkong, 1st October, 1864.

FOR LIVERPOOL.
THE *A* 1 British Clipper Ship

"MELBREK,"

670 Tons Register, Captain Taggart, having the greater portion of her cargo engaged will meet with quick despatch.
For Freight or Passage, apply to
SMITH, KENNEDY & Co.
13 Hongkong, 3rd October, 1864.

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE *A* 1 British Ship

"FUTTAHOOL AZIZ,"

S. Most, Master, will leave for the above Ports on the 7th instant, taking Freight at moderate rates, for which or Passage apply to
CARDERDINA HAJEE RENTHOLA.
11 Hongkong 3rd October 1864.

FOR SHANGHAI.
THE *A* 1 13 years British Ship

"LORD MACAULAY,"

Captain Care, will have quick despatch for the above port.
For Freight apply to
JARDINE, MATHESON & Co.
5 Hongkong, 1st October, 1864.

FOR SINGAPORE.
THE *A* 1 Hamburg Schooner

"SIAM,"

Captain Fischer, will load for the above port and meet with quick despatch.
For Freight apply to
E. & J. MEYER.
tf Hongkong, 30th September, 1864.

FOR LABUAN *via* BALLABAC.
THE *A* 1 Clipper Schooner

"VIBILIA,"

Captain Mathewson, will be despatched TO MORROW, the 6th October, at Daylight.
For Freight or Passage, apply to
J. HARRY PATMORE.
Office No. 2, Praya East.
tf Hongkong, 20th September, 1864.

FOR MELBOURNE DIRECT.
THE *A* 1 British Clipper Barque

"JANE,"

Captain Stephenson, of 354 Tons Register, having more than 2/3ds of her cargo engaged will leave for the above port on or about the 15th, proximo.
For Freight or Passage apply to
ROZARIO & Co.
tf Hongkong, 28th September, 1864.

FOR MANILA DIRECT.
THE *A* 1 Spanish Barque

"ASUNCION,"

will be despatched as above immediately.
For Freight or Passage, apply to
REYNOLDS & Co.
10d Hongkong, 28th September, 1864.

FOR SINGAPORE.
THE *A* 1 Hamburg Brig

"T. H. HERWIG,"

Captain Wilson, of 3800 Piculs Carrying Capacity, will meet with quick despatch for the above port.
For Freight or Passage, apply to
BOURJAU, HUBENER & Co.
tf Hongkong, 28th September, 1864.

FOR SINGAPORE.
THE *A* 1 British Ship

"KATE GREGORY,"

Captain Walker, of 1050 Tons Register, will load for the above port, and have quick despatch.
For Freight, apply to
JOHNSON & Co.
tf Hongkong, 26th September, 1864.

FOR SHANGHAI
THE *A* 1 British Barque

"LA SERENA,"

of 380 Tons Register, will load for the above port, and have quick despatch.
For Freight, apply to
JOHNSON & Co.
tf Hongkong, 20th September, 1864.

FOR MELBOURNE AND SYDNEY.
THE *A* 1 British Ship

"ELLEN,"

will receive despatch for the above ports, she has superior cabin accomodations and can take a few first-class passengers.
For Freight or Passage, apply to
PARKER & Co.
tf Hongkong, 24th September, 1864.

FOR NEW YORK.
THE *A* 1 American Clipper Ship

"N. B. PALMER,"

Captain J. Steele, Jr.
For freight or passage, apply to
SMITH ARCHER & Co.
tf Hongkong 22nd September, 1864.

FOR SINGAPORE.
THE *A* 1 British Ship

"EDWIN FOX,"

Captain F. Maclean, will load for above port and have quick despatch.
For Freight or Passage, apply to
MAHOMED, DHURUMSEY & Co.
tf Hongkong, 20th September, 1864.

FOR LONDON.
THE *A* 1 British Clipper Ship

"CAMBALU,"

499 Tons Register Captain Wood, will load a Cargo of Tea from Whampoa and Macao should sufficient inducement offer.
SMITH, KENNEDY & Co.
tf Hongkong, 19th September, 1864.

FOR MELBOURNE.
THE *A* 1 Clipper Barque

"MARIA ROSS,"

David Ross, Master, will have despatch for the above Port.
Apply to
PARKER & Co.
tf Hongkong, 23rd July, 1864.

FOR SALE.

SULPHURIC ACID, in cases of 160 lb net.
Apply "E. and S." at the Office of this paper.
tf Hongkong, 23rd June, 1864.

FIRE and POWDER-PROOF SAFES.
100 Cases of BORDEAUX CLARET.
LANDSTEIN & Co.
tf Hongkong, 13th June, 1864.

FOR SALE.

A quantity of Lady's SHOES, BOOTS and SLIPPERS.
LAMMERT, ATKINSON & Co.
tf Hongkong, 21st September, 1864.

FIVE KANGAROO DOGS.
LANE, CRAWFORD & Co
2w Hongkong, 24th September, 1864.

EX "*Moldavian*," 3000 gallons refined Petroleum Oil.
LAMMERT, ATKINSON & Co.
tf Hongkong, 21st September, 1864.

A very Few superior Guayaquil CIGAR Cases.
THOS. HUNT & Co.
tf Hongkong, 15th June, 1864.

AT the Manila and Cavite Cigars Depot wholesale and retail.
Cavite Cigars, No. 2 in boxes of 500 each.
Do. Cheroots, 2 in boxes of 500 each.
Manila Cigars, 2 in boxes of 500 each.
Do. Cheroots, 2 in boxes of 500 each.
A large Stock of No. 1 *a* 3 Cigars are expected daily from Manila.
A. DE AZEVEDO.
For the Manila and Cavite Cigars Depot.
tf Hongkong, 17th September, 1864.

200 Casks Prime Hamburg BEEF.
200 casks Prime Hamburg PORK.
Apply to
H. JURGENS & Co.
1m Hongkong, 23rd September, 1864.

MULLER and CLAUSSEN have received by the last Mail Steamer,—

Light Buckskin, Tweed and Flannel Suits for this Season, Boots and Shoes, Silk Umbrellas White Shirts, and *Samples* of Winter Clothing for the next Season, expected by the "*Maiden Queen*," from London.

They also keep on hand and have laid out for sale in their large and splendid showroom in the first floor of their premises. A large assortment of Broad Cloth; light and heavy Buckskins; Tweeds; white Linen, Drill and Duck, Coloured and White Flannels, White Linen and Madapolain Sack Coats and Jackets, White Linen Duck and Marseilles Waistcoats, Crimean and White Linen Shirts, Merino Undershirts and Drawers, Silk Woollen, Merino and Cotton Socks, Boots and Shoes, Black Silk, Beaver and Felt Hats in the newest different shapes, Blankets and Plaids, &c., &c., &c.

They also beg to inform their friends and the Public in general that they have made arrangements with their Agents in Europe, which will enable them to offer for any Season the best and most fashionable Clothing of English, French and German Manufactures.

All the above Goods will sell at very moderate prices.
tf Hongkong, 5th September, 1864.

Ex "Robin Hood."

ENGLISH PLATE LOOKING GLASSES, of first quality and different sizes and patterns.
Best FRENCH REVOLVERS, by LEFAUX, with Cartridges, sold with the original invoice of the Maker.
Do. REVOLVERS with BOWIE-KNIFE attached, *new invention*.
Drawing and Dining-room CLOCKS, &c.
C. HOCHSTETTER.
406, *Queen's Road*
tf Hongkong, 20th April, 1864.

OVERLAND HAMS and CHEESE just landed ex "*Salsette*."
Apply to
LAMMERT, ATKINSON & Co.
tf Hongkong, 21st September, 1864.

EX "*White Eagle*" and "*Moldavian*."

200 Bbls Extra Mess Pork,
100 do. do. do. Beef.
200 do. do. Family Flour.
25 cases Corn Starch.
25 do. Macaroni.
OLYPHANT & Co.
tf Hongkong, 15th September, 1864.

POST-OFFICE NOTIFICATIONS.

The departure of the "*Dumbarton*," having been postponed, her Mail for SHANGHAI, will close at 5 P.M. To-morrow, the 6th Instant, instead of at the time previously notified.

A Mail on 11 close

For SHANGHAI, NINGPO, NAGASAKI and YEDO.—Per "*Formosa*," To-day, at 5 P.M.

A Mail will close

For MANILA.—Per H. C. M. Str. "*Petina*," To-day, at half-past 4 P.M.

A Mail will close

For FOOCHOWFOO and NINGPO.—Per Steamer "*Maria*," To-day, at 4 P.M.

MAILS will be made up at this Office, per one of the Peninsular and Oriental Steam Navigation Company's Contract Packets on FRIDAY, the 14th. October, at 5 P.M.

To the United Kingdom via Marseilles, and via Southampton, to France and other Continental States (in a closed Mail to France), to Singapore, Penang, Batavia, Ceylon, Bombay, Calcutta, Madras, and all parts of India; to Sydney, Melbourne, Adelaide, Perth, New Zealand, and Tasmania, (via Point de Galle) to Mauritius, Suez, Aden, Malta, Gibraltar, and Alexandria; and a Supplementary Mail will be made up on the following morning. Letters received from 9 to 11 o'clock for a late fee of 12 cents each; Newspapers 2 cents each; and from 11 A.M. to half-past 12 P.M. for a late fee of 24 cents on each letter, and 4 cents on each paper. Registered Letters will not be received after 3 o'clock P.M. on the 14th October.

The second Supplementary Mail will be kept open for the receipt of *Letters only* for England, France, and the United States of America, via Marseilles and via Southampton, until 1 o'clock P.M. on the 15th October. All Letters posted between the hours of 11 and 1 o'clock must be prepaid.

Letters for the United Kingdom via Marseilles and via Southampton, and also Letters for Singapore, can be posted on board from 1.30 to 4.30 P.M. for a late fee of 36 cents each, in addition to the postage, after which no Letters can be received.

Sealed Boxes containing the correspondence of Box Holders will be received at the Window set apart for the purpose on the North side of the building.

All correspondence for places to which prepayment is compulsory must be prepaid in Hongkong Postage Stamps.

Insufficiently Stamped Letters addressed to the United Kingdom will be sent on, a fine of one shilling being charged in addition to the postage due upon all such Letters.

Insufficiently Stamped, and unstamped, correspondence, addressed to places to which it cannot be forwarded unpaid, will be opened and returned to the writers; Letters of this class, which may be posted before 6 P.M. on the day of closing the Mail, will be returned during the day; but no guarantee can be given that such Letters, which may be posted on the morning of the departure of the Packet, will be returned until after the closing of the Mail.

The Postage Stamps should be placed on the upper right hand corner of the correspondence, except in cases where they may be used in payment of "Late Fees" when the Stamp or Stamps representing the late fee should be placed on the lower left hand corner of the correspondence.

All transactions in fractional parts of a Dollar will be conducted in the Coins prescribed by Ordinance 1 of 1863; and the Proclamation of the 22nd *January*, 1864, and no other Coins but those there in specified will either be received or given in change as fractional parts of a Dollar.

Payment for Postage Stamps must be made in the currens Dollars of the Colony or Bank Notes.

F. W. MITCHELL,
Postmaster General.
Hongkong, 28th September, 1864.

For INDIA and EUROPE—Per the Compagniedes Services Maritimes des Messageries Imperiales Str. "*DONNAI*," on WEDNESDAY, *the 26th Instant*, at half past ten A.M. To and through the United Kingdom *via* Marseilles, to France and other Continental States (in a closed Mail to France), to Saigon, Singapore, Galle, India Aden, Suez and Alexandria, after which no letters can be received. Letters for Registration will not be received after half past 9 A.M., on the 26th Instant. All correspondence intended to be forwarded by the vessels of the above Company must be superscribed per "Messageries Imperiales Packet."

F. W. MITCHELL,
Postmaster General.
Hongkong, 4th October, 1864.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Steam for
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, MARSEILLES, & SOUTHAMPTON.
ALSO,
BOMBAY, MADRAS & CALCUTTA.

ONE of the P. & O. S. N. Co.'s Steam ships with *Her Majesty's Mails, Passengers, Specie* and *Cargo*, will leave this for the above Places on SATURDAY, the 15th October, at 2 P.M.

CARGO will be received on board until 5 P.M. on the 13th October, SPECIE until Noon on the 14th October, and PARCELS until 5 P.M. on the 13th October.

For Particulars regarding FREIGHT and PASSAGE, apply at the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government and must be delivered by the Shipper to the Company's Agents with the Bill of Lading, or with Parcels; and the company do not hold themselves responsible for any Detention or Prejudice which may happen from incorrectness in such declaration.

Shippers of Cargo on the Company's *Black* Bill of Lading are particularly requested to note the terms and condition of these Bills of Lading—with reference to the transhipment and forwarding of Cargo—with a view to the adequateness of their Insurance Policies in respect of the same.

THOS. SUTHERLAND,
Superintendent,
Peninsular & Oriental Steam Navigation Company's Office.
Hongkong, 28th September, 1864.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE OF REDUCTION OF PASSAGE MONEY.

IN the year 1857 the Directors made a considerable reduction in the Company's rates of Passage Money, which continued in force till 1861.

In that year, owing to the extraordinary rise in the Cost and Freight of Coals, and the enhanced price of all descriptions of Naval Stores, the Directors were reluctantly compelled to return to the rates of Passage Money previously in force. They are now happy to state that a decrease in the price of Coal and other expenses of Steam Navigation enables them to reduce the Company's Passage rates to the undercited scale, which will take effect from and after the 1st June next, viz:—

From Hongkong to:—

Suez,	$450
Malta,	510
Marseilles,	530
Gibraltar,	530
Southampton,	550

Reserved Rates for Single Persons.

Suez,	$920
Malta,	1,020
Marseilles,	1,060
Gibraltar,	1,060
Southampton,	1,100

Reserved Rates for Married Couples.

Suez,	$1,160
Malta,	1,260
Gibraltar,	1,348
Marseilles,	1,348
Southampton,	1,388

The charges for Children are in proportion to the above.

The above rates are exclusive of the amount payable to the Egyptian Transit Administration for conveyance of Passengers through Egypt, viz:—

For First-class Passengers, $32
Children above three and under ten years, half-fare.

By Order of the Managing Directors,
THOS. SUTHERLAND,
Superintendent.
Hongkong, 30th May 1864.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO SHIPPERS OF TREASURE, &c.

TO facilitate the work of Shippers, the Company have arranged to receive any Treasure intended for Shipment in their Steamers at their Offices in the Queen's Road.

Treasure will be received in this manner any day between the hours of 10 A.M. and 4 P.M. up to the day preceding that of the Steamer's departure. Should the hour fixed for leaving be later than Noon, shipments will be received on the day of departure, from 7 to 9 A.M.

Shippers desiring to avail of this arrangement, will please send along with their Treasure, Shipping Orders and Receipts carefully filled up with Marks, Description, and Destination, and if the Bills of Lading are delivered at the same time the work will be greatly facilitated.

The Company of course except the "risk of bunts," &c., as covered by ordinary Marine Insurance.

With reference to the foregoing notice, it is hereby intimated that the Company's Godowns are now ready for the reception of Opium and other Cargo for shipment in the Company's Steamers, under the same conditions as stated above.

THOS. SUTHERLAND,
Superintendent.
Hongkong, 24th November, 1863.

COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPERIALES.
PAQUEBOTS POSTE-FRANCAIS.
STEAM
FOR
SAIGON, SINGAPORE, POINT DE GALLE, ADEN, SUEZ, ALEXANDRIA, MESSINA, MARSEILLES.
ALSO,
PONDICHERRY, MADRAS, & CALCUTTA.

ON WEDNESDAY, the 26th October, at Noon, the Company's Steam-ship "*DONNAI*," Commandant, BOURDON H.I.M.N. with B.B.M.

EXTRACTS.

The Defeat at Petersburg.

The correspondent of the *New York Times* gives details of the repulse of the Federal attack. He says that some one had "blundered in a manner "worse than a crime." "The affair of Saturday has," he says, "lost to us the labour of a month's preparation, and, worse than all this, has sacrificed thousands of valuabilities." The correspondent thus sums up the relative positions of the two armies at the period of the battle, the object sought to be gained by the attack, and the plans of the few days preceding it:—

"With the passage of the James was exhausted all possibilities of a movement by the left flank with Richmond as the objective point. Nothing, therefore, remained to Grant but to assault the rebellion in front of him at Petersburg. The past six weeks have been devoted to preparation for this assault. From day to day, by the aid of the shovel and pick, our lines have been insidiously advanced by zigzags and covered ways, until the outlying pickets of both armies have scarcely averaged 500 yards distance between them. In portions of the line the interval between the rifle pits was scarcely 150 yards. The ground over which our advances have been made is itself a series of natural fortifications, adding vastly to the difficulty of taking possession of it. Perhaps your readers will form a more perfect opinion of its features if I tell them that it very much resembles Greenwood Cemetery in its profile. There are similar hills and eminences, slopes more or less precipitously into ravines, which intersect at every conceivable angle, and many of the elevations are thickly wooded. Over ground of this impracticable nature our men have steadily fought and dug their way, driving the enemy before them until only one hill remained for them to take to place our guns in a position commanding at an easy range the town of Petersburg. It is known as Cemetery hill. Its crest, frowning with guns, is not more than 600 yards, distant from our advanced works, and its gently-sloping sides are welted with long rows of earthworks, pitted with redoubts and redans, and ridged with serried salients and curtains, and all the skilful defences known to skillful military engineers. The vital importance to us of this point will readily be admitted. To gain it by direct assault must necessarily cost many lives, but to gain it in the cheapest manner gave occasion for the display of that high strategy of which Grant has long since proved himself the master. Therefore it was that on Tuesday night the 2d Corps, under Gen. Hancock, and two divisions of cavalry under Gen. Sheridan, and another under Gen. Kautz, crossed the James River for the purpose of engaging the enemy, who, misled by some preliminary operations of General Foster's command at Deep Bottom, and of a portion of the 18th Corps at Strawberry Plains, a mile below, had a day or two earlier heavily reinforced the troops in the vicinity of Malvern hill. The demonstration here had precisely the effect which Grant desired. Fearing a serious attack, Lee despatched a column, estimated at from 12,000 to 15,000 strong, from before Petersburg, and the Railroad between Petersburg and Richmond was kept busy on Friday night in transporting the troops. To keep up the rebel General's delusion, an immense train of more than 400 empty covered waggons, mainly the transportation of the 5th Corps, crossed the Appomattox on Friday in broad daylight, in full view of rebel signal lookouts at Bermuda Hundred, as if destined for the army at Deep Bottom. But on Friday night, as the rebels were hurriedly taking possession of their new line, the 2d Corps and the cavalry were quietly withdrawn, with an additional facility for rapid movement in a third pontoon bridge laid across the James in the afternoon. By daylight these troops were nearly all in position to co-operate with the remainder of the army in the attack. The strategy was therefore perfect, and no share of the reverse can be attributed to failure in this part of the programme. All these strategems, too, were conducted with such secrecy that information of their precise bearing was narrowed down to the circle of the Corps Commanders. Until late on Friday night few persons in the army were disposed to believe differently from what I conjectured—viz., that a movement upon Richmond was intended from the north side of the James and were only undeceived when, at one in the morning, the troops were got into position for the assault. The tactics of the movement were under General Mead's direction. His arrangement of troops and order of battle were as follows:—The 18th Corps (Gen. Ord) was withdrawn on Thursday morning from its position on the extreme right, resting on the Appomattox, being relieved by Mott's division of the 2d Corps, and massed in rear of the 9th Corps (Burnside's) the center of our line in front of which the attack was to be initiated. The extreme left, held by the 5th Corps (Warren's), was to be in readiness to advance as soon as Burnside pierced the works in front of him. Collaterally, but in unison with the advance of the infantry, every piece of siege artillery posted along the line was ordered to open simultaneously upon the enemy at a given signal made by the explosion of a mine containing eight tons of powder which was placed directly beneath the rebel battery which Burnside was to assault. Not only were the siege pieces to open a fierce fire, but all the field artillery which could be got into position after the opening of the battle was to advance as opportunity offered, and bring their battery into play. Upon this awful fire of heavy guns it was natural that great stress should be placed in the expectation that the shock of its suddenness would have a demoralizing effect and make the way of the infantry easier. So far all was well arranged, success was promising and much confidence was felt in the result. The time fixed for the assault was half-past 3 o'clock, when, within an hour's interval, an almost Cimmerian darkness would effectually shut out from the enemy the unavoidable stir and bustle of the troops as they got into position. But just here the first misfortune of the day occurred. Upon attempting to fire the mine the fuse or slow match failed and another was tried, I am told with a similar result. The third fuse was successful in its mission but the hour's delay had made it broad daylight, and in consequence the enemy's suspicions were aroused (at least a long a portion of his front) and we were robbed of the advantage of a surprise. This was a very great misfortune. The army felt it to be such as they stood in suspense and silent impatience in the cold gray of the morning crouching on their arms. Of the effect of the explosion you have been already apprised. The mine has been talked of in the army for weeks but only talked of with bated breath, although wishperings concerning it have been wafted over from the rebels. Clearly, they did not know its precise locality, and few on our side, suspect were any wiser. It has been tacitly acknowledged as an improper subject for conversation, and the most curious have appeared to feel the propriety of checking themselves. The noise of the explosion was a dull rumbling third preceded, I am told, by a few seconds' swaying and quaking of the ground in the immediate vicinity. The earth was rent along the entire course of the excavation, heaving slowly and majestically to the surface, and folding sideways to exhibit a deep and yawning chasm, comparable as much as anything else to a river gorged with ice, and breaking up under the influence of a freshet. But there was a grander effect than this observable also. Where the charge in the borrow was heaviest directly under the rebel work an immense mass of dull red earth was thrown high in air in three broad columns diverging from a single base and, to my mind assuming the shape of a Prince of Wales's feather (of colossal proportions). Those near the spot say that clods of earth weighing at least a ton, and cannon and human forms, and gun-carriages, and small arms were all distinctly seen shooting upward in that fountain of horror, and fell again in shapeless and pulverized atoms. The explosion fully accomplished what was intended. It demolished the six-gun battery and its garrison of one regiment of South Carolina troops, and acted as the wedge which opened the way to the assault. Our men were to rush through this breach, and so beyond upon the second line of works which crown the crest of Cemetery-hill; thus compelling the enemy to evacuate the first line, or, what was more probable, to surrender under the fire of our artillery. The awful instant of the explosion had scarcely passed when the dull morning air was made stagnant by the thunder of our artillery. From 95 pieces, ninled in every hillside commanding the enemy's position, there belched out sheets of flame and milk-white smoke, while the shot and shell sped forward, screeching, howling, rumbling like the rushing of a hundred railroad trains. But why attempt to give an idea of such indescribable and awful sound? The sudden transition from utter silence to fiercest clamour was terrible. Sothe rude combat raged without sign of slackening for two long hours. At first the enemy was slow in replying to our fire, but gradually their pieces were brought into action, and in less than half an hour banks of angry smoke partially veiled the scene from both sides. In accordance with the plan of the battle the 1st division of the 9th Corps (Ledlie's) was made the assaulting column. Gen. Ledlie formed his troops in three lines of battle, having each a front of about 600. The 2d. brigade of this division (Col. Marshall) led the assault, followed by the 1st brigade (Gen. W. F. Bartlett), and the third line made up of the 3d brigade (Col. Gould's). The left of Ledlie's division was supported by Brigadier-Gen. Hartranft's brigade of the 2d division (Wilcox's), and its right by Gen. Griffin's brigade of Potter's division. The 4th division of the 9th Corps (all negroes) was posted directly in rear of the assaulting column, to press forward whenever practicable. The 14th New York Heavy Artillery were the first to enter the breach made by the explosion. They bounded forward at the word, in the midst of the shock of the artillery, through the dense clouds of flying dust, and clambering over the *debris*, found themselves violently pushed into the yawning crater. The sight which there met them must have been appalling. Bodies of dead rebels crushed and mangled out of all resemblance to humanity, writhing forms partly buried, arms protruding here, and legs struggling there, every hell of horror and torture, confined to a space 50 feet in length and half as many wide. But the time was not favourable to the play of humane promptings. This chaos of mingled humanity mixed with *debris* of implements and munitions of war must be unheaded. Enough for the storming party to do, was found in exhuming two pieces of rebel cannon with their caissons, and, in obedience to the law of self-preservation, turning these guns upon the enemy, who was throwing into the crater a show of shells and minie balls and minie balls from the hill beyond, and from points on either side, which they still held on this first line. Getting their pieces into position promptly, and under cover of their fire, the assaulting column was reformed, and, at the word of command, dashed forward once more to storm the crest of the hill. It was a task too great. They gallantly essayed it, and nearly gained the summit, subjected all the time to a withering fire, which increased in fierceness at every step, until they became the centre of a converging storm of shot and shell. Attacked on the right flank and the left flank, in front and rear, they were compelled to fall back to the partial protection of the crater, leaving their course strewn with the dying and the dead. A correspondent of the *New York World*, in a special despatch, says:—

"When the negro troops were ordered forward their officers took the lead, and from the manner in which they started it was believed they would easily accomplish their task. On arriving at the first line, however, they seemed to waver and hesitate, and finally the great mass took position behind the earthworks and in the fort where the other divisions were massed. Quite a number, however, kept on their course, and those who were not killed or wounded were taken prisoners before they could save themselves. As soon as the rebels discovered the line halting they made a desperate charge, which was as fiercely met by volleys from the white troops, white the negroes fled in wild disorder to the rear. Many a brave officer lost his life while doing his utmost to rally them, and, although portions of them were got together and led forward by these gallant men, they could not induce them to attempt another charge, while it is said by many that they broke no less than three times, each time suffering the most frightful loss. The enemy's batteries were so placed as to enfilade the ground over which they had gone, and perfect showers of canister were sent among them each moment they were in range. It soon became evident that the effort to carry the hill was useless, so much time having been lost in trying to get this division to do the work; and about 9 o'clock the order was given to hold as much of the ground in our possession as possible, while the remainder was to be evacuated. As soon as this became known, everybody felt that the entire object of the movement had been defeated. And now the victorious, flushed enemy bore down upon the white divisions, and the shock was a fearful one. The headlong charge was stayed and repulsed again and again. Numbers of our men had huddled into the crater of the exploded fort, and the enemy's mortar shells burst among them, causing a large sacrifice of life. The enemy at the same time pressed the flanks of our army with infantry and enfiladed them with artillery. At length came the order to fall back, but it was not accomplished without an additional and heavy loss in prisoners. Generals Griffin and Hartranft narrowly escaped. Gen. Bartlett less fortunate, is in the enemy's hands. He had been advised to retire at a time when he could have done so in comparative safety, but he waited with his brigade to the last moment, and eventually became a prisoner. He went into the fight with his crutch, and it is reported that his wooden leg was twice hit by the enemy's bullets. His bravery is the subject of universal comment throughout the corps, and his capture is deeply regretted. Gen. Grant was at the front during the entire fight, as was also Gen. Meade. Lee was without doubt completely out-manoeuvred, and but for the remarkable rapidity of his movements and a combination of unfortunate circumstances would have met with a severe rescue. By a series of strategems and the marchching and counter-marching of the 2nd Corps Gen. Grant had entirely deceived his opponent, and a large number of troops were withdrawn from our front and taken to the north bank of the James to oppose Hancock and Sheridan. The moment these generals commenced falling back to rejoin Grant, Lee returned his troops with all the rapidity in his power, but would still have been too late but for that series of circumstances that sometimes arises to frustrate the best laid plans. At the time the correspondence left Petersburg only a very general idea of the losses sustained could be formed.—*Times.*

Reply of the American Secretary of state to Noble Lords and ignoble Partisans respecting

Foreign Enlistments.

Letter from Secretary Seward.

The President Thursday communicated to Congress the following letter from the Secretary of State in relation to foreign enlistment for our army and navy:—

"DEPARTMENT OF STATE,
WASHINGTON, June 25, 1864.

To the President:

The Secretary of State, to whom has been referred the resolution of the Senate of the 24th inst., requesting the President to inform that body if any authority has been given any one, either in this country or elsewhere, to obtain recruits in Ireland or Canada for our army or navy, and whether any such recruits have been obtained, or whether, to the knowledge of the government, Irishmen or Canadians have been induced to emigrate to this country, in order to be recruited; and if so, what measures if any, have been adopted in order to arrest such conduct, has the honor in reply to the inquiries thus submitted, to report that no authority has been given by the Executive of this government or by any executive department, to any one, either in this country or elsewhere, to obtain recruits either in Ireland or Canada, or in any foreign country, for either the army or the navy of the United States; and, on the contrary, that whenever application for such authority has been made it has been refused and absolutely withheld.

If any such recruits have been obtained, either in the provinces named in the resolution or in any foreign country, they have been obtained by persons who are not even citizens of the United States, but subjects or citizens of the country where the recruits were obtained. The persons who obtained such recruits, if any were so obtained, were amenable to the laws of the foreign province or country where their offences were committed, and at the same time they were not within the reach of our own laws and tribunals; and such persons acted without the knowledge of this government. This government has no knowledge that any such recruits have been obtained in the provinces named, or in any foreign country. In two or three instances it has been reported to this department that recruiting agents crossed the Canadian frontier, without authority, with a view to engage recruits or reclaim deserters. The complaints thus made were immediately investigated, the proceedings of such recruiting agents were promptly disavowed and condemned, the recruits or deserters, if any had been brought into the United States, were at once returned, and the offending agents were dismissed from the public service.

In the land and naval forces of the United States there are found not only some Canadians, some Englishmen and some Irishmen, but also many subjects of Continental European powers. All of these persons were voluntary immigrants into the United States. They enlisted after their arrival on our shores of their own free accord, within our own limits and jurisdiction, and not in any foreign country. The executive government has no knowledge of the nature of the special inducements which led these volunteers to emigrate from their native countries, or of the purposes for which they emigrated. It has, however, neither directly or indirectly invited their immigration by any offers of employment in the military or naval service. When such persons were found within the United States, exactly the same inducements to military service were open to them which by authority of law were offered at the same time to citizens of the United States.

Having thus answered the inquiries contained in the resolution of the Senate, the Secretary of State might here, without impropriety, close this report. Nevertheless, the occasion is a proper one for noticing complaints on the subject of recruitment in our army and navy which have recently found utterance in the British House of Lords. The Secretary of State has, therefore, further to report that the government of the United States has practiced the most scrupulous care in preventing and avoiding in Great Britain, and in all other foreign countries, any violation of international or municipal laws in regard to the enlistment of soldiers and seamen.

Moreover, when the British government, or any other foreign government, has complained of any alleged violation of the rights of its subjects within the United States, this government has listened to the complaints patiently, investigated them promptly, and, where redress was found due and was practicable, has cheerfully accorded it. This government, on the other hand, has been obliged to submit in the ordinary way grave complaints of the enlistment, equipment and periodical payment, in British ports, of seamen and mariners employed in making unauthorized war from such ports against the United States.

It is a notorious fact, manifest to all the world, that a vigorous and continual tide of emigration is flowing from Europe, and especially from portions of the British empire, and from Germany and Sweden, into the United States. This immigration, like the immigration which preceded it, results from the reciprocal conditions of industrial and social life in Europe and America. Of the mass of immigrants who arrive on our shores, far the largest number go immediately into the occupations of peaceful industry. Those on the contrary, who are susceptible to the attractions of military life voluntarily enter the national service with a similar class of our own native citizens, upon the same equal inducements and with the same patriotic motives. There is no law of nations and no principle of international comity which requires us to refuse their aid in the cause of the country and humanity.

The government does not repudiate or discourage immigration. The government frankly avows that it encourages immigration from all countries but only by open, lawful and honorable agencies and means. However statesmen in other countries may have at the beginning misunderstood the nature and direction of the present civil war, that nature and that direction were not misunderstood by the government of the United States. It was foreseen here that the sentiments attempt to divide the American Union, if not discouraged by other commercial and maritime powers, would not merely produce great commercial and social embarrassment in the United States, but that, if it should be persisted in had protracted, it was seriously disturb the commerce and industry of other nations. Upon this ground, among others, the government of the United States earnestly remonstrated with foreign States against their awards of the insurgents, in derogation of the sovereignty of the United States. When, however, it was fully disclosed that the insurrection aimed at nothing less than to establish, there within our own lawful territory, as one single independent nation, upon the foundation of African slavery, this government did not hesitate, so far as authorized by law, to draw upon all the resources of the country, and to call into activity all the energies of the American people to prevent so great a crime. It further resolved to devote its best efforts, within the limits of international law and the constitution of the United States—first, to bring African slavery to an end throughout the world, and secondly, to strengthen the interest of free labor upon the American continent. It recognized and entered into commercial relations with free States founded on African colonization. It refused a market for slaves, and it purposes to make the trader on the high seas, and denies to him an asylum on our shores. On the country, it invites honest and industrious freemen hither from all parts of the world, and gives them free homes and ample fields, while it opens to them virgin mines and busy workshops, with all the privileges of perfect civil and religious liberty. So far as increase of immigration has resulted from the action of the government during the present civil war, it is due exclusively to what has thus lawfully been done with those two ends of extinguishing slavery and fortifying freedom always in view. Nor has this government any reason to be disappointed with the result. The country has sustained a very destructive war for the period of three years. Yet it is not here that national resources or credit fails. It is here that patriots are wanting to defend the country of their birth or their choice; nor is it here that miners, farmers, merchants, artisans and laborers lack either subsistence or employment with abundant rewards. The number of slaves is rapidly diminishing and the number of freemen continues to augment, even during the convulsions of domestic war, more rapidly than ever a free population advanced in any other country, or even in our own. Respectfully submitted.

WILLIAM H. SEWARD.

HOUSES, LANDS, TENEMENTS, &c.

TO LET.

GRANITE DRY DOCK AT AMOY.

THE undersigned are prepared to receive Tenders for a Lease for such period of time as may be agreed upon of that Granite Dry Dock, situated at the Eastern end of the Inner Harbour of Amoy.

The Dock is in good working order, in good repair and of easy access in all states of the Tide. The dimensions are as follow:—

Length on the Blocks	177 feet
Width of Gate at bottom	28 "
Width of Gate at top	37 "
Width of Dock at bottom	29 "
Width of Dock at top	39 "
Draught of Water Spring tides	15 "
Draught of Water Neap tides	8 & 9 "

There is a small stock of Wood &c., on the premises which will be handed over at a valuation.

Tenders will be received up to 31st October, but the owners do not bind themselves to accept the highest or any offer.

For further Particulars apply to

BELLAMY & Co.

Memo of Dimensions of BELLAMY & Co.'s GRANITE DRY DOCK, Amoy viz:—

Length over all	185½ feet
Length on Block	177 "
Breadth of the Gate on top	37 "
Breadth of the Gate on the Sill	28 "
Do. of the bottom of the Dock	29 "
Do. of the top of the Dock	52 "
Depth on the Sill	10½ "
Draught of Water Spring Tides	15 "
Do. of Water Neap Tides	8 to 9 "

BELLAMY & Co.

35d-20sep Amoy, 16th September, 1864.

A Well-Built spacious Granite Godown of about 800 Tons Capacity.

Apply to

W. PUSTAU, & Co.

Hongkong, 18th April, 1864.

A Valuable Building site at the port of Foochow.

Apply at the Office of this paper.

tf Hongkong, 8th February, 1864.

A Large HOUSE, in Spring Gardens, having Six Spacious Godowns and a vacant Area in front.

Also,

A ROOMY GODOWN adjoining the above House.

Either of these premises can be let for one or three years, at moderate rental.

Apply to

J. M. D'ALMADA,
Bridges Street, No. 1.

tf Hongkong, 6th July, 1864.

2 HOUSES joining in corner of Hollywood Road and Aberdeen Street, each has Six Splendid Rooms.

Possession can be given at once.

Apply to

HO TSIN SHEN,
in the back house, Elgin Street.

tf Hongkong, 10th June, 1864.

With immediate possession.

THE house in Caine Road, recently occupied by J. J. MACKENZIE, Esq.

For particulars, apply to

H. L.
Care of Messrs DENT & Co.

Hongkong, 20th April 1864.

A Suite of ROOMS with Servants Offices, suitable for a residence, situated in the Queen's Road Central.

For particulars, apply to

MR. H. MARSH,

tf Hongkong, 28th April, 1864.

ONE or more Granite Godowns, at Wanchai with water frontage. Also Storage may be obtained on application to

WILLIAMS & Co.

Hongkong, 2nd January, 1864.

TO LET.

Well erected and substantial built Granite GODOWNS at WANCHAI. Rent moderate.

Apply to

LUTKENS, ROESING & Co.

tf Hongkong, 25th June, 1864.

GRANITE Built GODOWNS, having water frontage, at Wanchai.

Storage may also be obtained on application to

THOS. HUNT & Co.

tf Hongkong, 6th February, 1864.

TO LET AT REDUCED RENTALS.

HOUSES at Mosque Terrace, and first class Stabling, &c. at the Mosque Mews close by.

The Stabling, &c., consists of

1st.—Single stall stables with harness room, and room over for servants.

2nd.—Single stall stables with coach house harness room and room over for servants.

3rd.—Two stall stables with coach house harness room and room over for servants.

For further particulars

Apply to

J. C. POWELL,
No. 2, Upper Mosque Terrace.

Hongkong, 28th March, 1864.

TWO DWELLING HOUSES, Situated at *Pen-ha's hill*, commanding a fine view of the road and the Inner Harbour. Possession can be given immediately, as they are now vacant, and in good order and condition, after having undergone a complete repair.

Apply to

JOAQM. PERES DA SILVA & Co.,
Praia Manduco, No. 37.

tf Macao, 1st Sept., 1864.

IN Stanley Street, a large six roomed House, with basement Story. Rent moderate.

Apply to Mr. BAWLING.

tf Hongkong, 4th April, 1864.

A GROUND FLOOR on the Queen's Road, corner of Duddell Street, suitable for Stores or Offices,—with or without Godowns.

Apply on the Premises.

tf Hongkong, 6th May, 1864.

A Detached BUNGALOW, in Sai-ying-poon A West, with Four Rooms, enclosed Porch, Bathing and Dressing Rooms, Verandah all round, Outhouses, Garden, and enclosing Wall. Rent, $50 per month.

Apply at the Office of this paper.

tf Hongkong, 13th September, 1864.

A Large and Commodious Godown, on the Praya immediately in rear of the Oriental Bank.

For terms, &c., apply on the Premises.

tf Hongkong, 4th September, 1863.

Possession Immediately.

A well-built Spacious Granite GODOWN, under that large house in corner of Old Bailey Street and Hollywood Road.

Apply to

J. M. GUEDES, JR.,
At Messrs. Laurent, Atkinson & Co

tf Hongkong, 25th July, 1864.

STORAGE.

FOR 150,000 piculs in Granite Godowns, at Wanchai, having Sea frontage.

Or to let for a Term

in the same locality Godowns of 12,000, 30,000 40,000 and 80,000 piculs capacity.

Apply to

VAUCHER & Co.

tf Hongkong, 29th April, 1863.

LIGHTERAGE AND STORAGE.

THE Undersigned will undertake to land Cotton, Rice, Coals and other Merchandise in their own Boats and to receive the same on Storage in first class GRANITE GODOWNS on moderate terms.

Coals Stored in Matchods at reduced Rates.

ROBT. S. WALKER & Co.

tf Hongkong, 4th March, 1863.

SHANGHAI WHARF COMPANY.

Pootung Side.

THE above Company receives on Storage TEA, RICE, SUGAR, BALE GOODS, and GENERAL MERCHANDIZE, in Brick and Tiled Godowns.

Coal, Timber, Iron, Lead, and other heavy or bulky materials, stored in the open or under cover.

Merchandize protected by Fire Insurance either for long or short periods.

Vessels of 16 feet draught can go alongside the Piers at any state of the Tide.

For further particulars enquire at the Agents

NICHOL LATIMER & Co.,

1600 Shanghai, 1st October, 1863.

STORAGE.—Can be had at moderate terms at the Granite Godowns, next to the French Consulate, Dunsdell Street.

Apply to

REYNVAAN, BROTHERS & Co.

tf Hongkong, 7th January 1861.

CAN be had on board the receiving ship "CELESTIAL," (a first class risk) moderate terms.

Apply to

D. LAPRAIK.

tf Hongkong, 30th April, 1863

INSURANCES.

ROYAL INSURANCE COMPANY.

THE Undersigned having received extended Permits from the ROYAL INSURANCE COMPANY, are now authorised to issue Policies against Fire as follows, viz:—

On any First-class Building or on Goods Stored therein in HONGKONG, $60,000 " " " " in MACAO, $45,000

ROB. S. WALKER & Co.
Agents Royal Insurance Company of Liverpool.

tf Hongkong, 8th May, 1863.

OCEAN MARINE INSURANCE COMPANY OF ROTTERDAM.

THE Undersigned having been appointed agents for the above Company are prepared to issue policies, payable at Hongkong, Amoy, Shanghai, London, Amsterdam and Rotterdam.

JOHN BURD & Co.

tf Hongkong, 23rd June 1863.

AMICABLE INSURANCE OFFICE.

THE undersigned having been appointed Agents for the above Insurance Office, are prepared to accept Marine Risks and issue Policies on any First-class Sailing Vessels or Steamers on the usual terms, payable in case of loss, in China Singapore, Calcutta, Bombay, or London.

ROB. S. WALKER & Co.

tf Hongkong, 8th October, 1863.

LIVERPOOL & LONDON FIRE & LIFE INSURANCE COMPANY.

The undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire, to the extent of £10,000 on Buildings or on Goods stored therein

SMITH, KENNEDY & Co.

Hongkong, 5th August, 1861.

INSURANCES.

QUEEN INSURANCE COMPANY, OF LIVERPOOL, AND COMMERCIAL INSURANCE COMPANY OF LONDON.

THE undersigned have been appointed in Hongkong for the above Companies and are prepared to grant Policies against Fire on Buildings or on goods stored therein on the usual terms and conditions.

For forms of proposals or any other information, apply to

A. ELLISSEN & Co.

tf-5ja Hongkong, 1st January, 1864.

HOME AND COLONIAL ASSURANCE COMPANY, LIMITED.

Capital, £2,000,000,

In 40,000 Shares of £50 each. With Power of Increase.

£1,000,000 Issued.

Directors.

Chairman: JOHN PATERSON, Esq., Director of the Alliance Bank.

Deputy-Chairman: ALEXANDER FRASER, Esq (Maclaine, Watson & Co., of Batavia.)

*James Anderson, Esq. (Anderson, Thomson & Co.), London.

William Frederick Baring, Esq., Director of the Bank of Hindustan.

*Stephen Buck, Esq., Director of the Merchant Banking Company.

William Duthie, Esq., Director of the Standard Bank of British South Africa.

Lewis Fraser, Esq. (Maclaine, Fraser & Co.), Singapore.

Clark Irving, Esq., Hyde Park Square.

*Duncan James Kay, Esq. (Kay, Findlay & Co.), London.

James Lyall, Esq. (Lyall, Ronnie & Co.), Calcutta.

T. W. L. Muckean, Esq., London, Chairman of the Bank of British Columbia.

James McMeester, Esq. (late of William McMinister & Brother,) Toronto and Manchester.

Brinsley de Courcey Nixon, Esq., Queen's-gardens.

Augustus Henry Novelli, Esq. (Novelli, & Co.) London and Manchester.

Felix Pryor, Esq. (of the late firm of H. and J. Johnston & Co.)

John Swindell, Esq. (Swindell & Matthews).

Mincing Lane.

William Patrick Adam, Esq., M.P., Blair Adam, Kinrosshire.

Henry Thurburn, Esq., 5, Queensborough Terrace.

*James Wyllie, Esq. (Gladstone, Wyllie & Co.), Calcutta.

* *Directors of the Marine Department only.*

Underwriter.

J. J. Choisy, Esq.

Bankers.

London: The Alliance Bank, Lothbury.
The Consolidated Bank, Fenchurch Street.

Agents.

Bombay—Messrs. Finlay, Scott & Co.
Kurrachee—Messrs. Finlay & Co.
Madras—Messrs. Binney & Co.
Ceylon—Messrs. Gladstone, Wyllie & Co.
Rangoon—Messrs. Gladstone, Wyllie & Co.
Singapore—Messrs. Maclaine, Fraser & Co.
Penang—Messrs. Fraser & Co.
Batavia—Messrs. Maclaine, Watson & Co.
China—Messrs. Turner & Co.

The undersigned having been appointed Agents for the above Company in China, are prepared to issue Policies upon Marine Risks, at current rates of premium.

TURNER & Co.

tf Hongkong, 8th July, 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company, has been Transferred to THE HOME AND COLONIAL ASSURANCE COMPANY, LIMITED, who will settle all claims, on policies issued, by the first named Company.

TURNER & Co.
Agents.

tf Hongkong, 8th July, 1864.

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this Port, are now Prepared to accept Insurance against Fire, to the extent of £10,000 upon any one First-class Building, or upon Goods stored therein.

LYALL, STILL & Co

tf Hongkong, 16th February, 1864.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in LONDON, NEW YORK, BOMBAY CALCUTTA, SINGAPORE, HONGKONG, FOOCHOW and SHANGHAI.

In addition to the usual brokerage, this Association returns to the assured of each year at the close of each current year, fifteen (15%) per cent of the profits of the Company for that year divided pro rata to the amount of premiums paid by each policy holder.

RUSSELL & Co.

Hongkong, 10th November, 1862.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Act of Parliament.

ESTABLISHED 1809.

Capital,.....£2,000,000.

Accumulated Fund.....£2,233,027.
Annual Revenue.....£497,283.

THE undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against Fire, to the extent of £10,000 on any Building or on MERCHANDISE in the same.

GILMAN & Co.

tf Hongkong, 21st June, 1864.

PHŒNIX FIRE INSURANCE COMPANY.

The undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000 on any one building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy, and also to the extent of £5,000 on ships in Harbour, or their Cargoes.

SMITH KENNEDY & Co.

Hongkong, 27th October, 1862.

INSURANCES.

NORTH CHINA INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company are now prepared to accept risks and to grant Policies on the usual terms.

GILMAN & Co.,
Agents at Hongkong and Foochow.

Hongkong, 1st January, 1863.

CHINA FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

HAMBURG, BREMEN, FIRE INSURANCE COMPANY,

THE Undersigned are now authorized to accept assurance against Fire at Hongkong and at any of the open ports in China to the amount of Mexican $30,000 on one Risk.

WM. PUSTAU & Co.
Agents.

Hongkong, 23rd March, 1861.

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST,
A. D. 1720.

THE CORPORATION of the LONDON ASSURANCE have appointed Agents for the issue of Policies for Marine Assurance in INDIA and CHINA as under:—

Bombay,.... Messrs. Ewart Latham, & Co.
Madras,.... Messrs. Arbuthnot, & Co.
Calcutta,.... Messrs. Mackillop, Stewart, & Co.
Hongkong, Messrs. Dent & Co.
Shanghae, Messrs. Dent & Co.

The undersigned are prepared to issue Policies of the Corporation of the London Assurance as above, payable either here, in London, or at any of the above-named Agencies.

DENT & Co.

Hongkong August, 8th 1864.

CHINA FIRE INSURANCE COMPANY.

SUBSCRIBED CAPITAL, Tls. 2,000,000
in 400 Shares, of Tls. 5,000 each
Paid-up Capital, Tls. 200,000

Directors.

F. B. JOHNSON, Esq., (Messrs. Johnson & Co.)—*Chairman.*
H. H. WIGGINS, Esq. (Manager Commercial Bank of India.)
F. HENDERSON, Esq. (Messrs. Jarvie Thorburn & Co.)
F. POYNER, Esq., (Messrs. Gibb, Livingston & Co.)
J. THOMSON, Esq., (Messrs. Thorne, Bros & Co.)
GEORGE TYSON, Esq. (Messrs. Russell & Co.)

Agencies are established at the several ports of China and Japan.

L. JOSEPHS,
Secretary.

Shanghai, 22nd August, 1864.

NOTICE.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE returns 15 per-cent Bonus on premiums and settles claims on one month's notice.

THOS. SUTHERLAND,
Agent.

6m Hongkong, 24th August, 1864.

NOTICE.

THE undersigned are now empowered by the Royal Insurance Company of Liverpool to accept risks against Fire on COALS in Godowns or MATSHEDS, at moderate rates of premium.

ROB. S. WALKER & Co.

tf Hongkong, 20th September, 1864.

EAST INDIAN UNDERWRITERS ASSOCIATION OF BOMBAY.

THE undersigned having been appointed Agents for the above Society, are prepared to accept Marine Risks and issue Policies on the usual terms, payable in London, Liverpool, Bombay Kurrachee, Calcutta, Shanghai, or Hongkong.

ADAM SCOTT & Co.

tf Hongkong, 28th December, 1863.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above named Company at Hongkong, are prepared to grant Policies, payable at any of the following Ports:—

London.	Madras.
Calcutta.	Melbourne.
Bombay.	The Cape.
Kurrachee.	Shanghai.

SMITH, KENNEDY & Co.

Hongkong, 1st August, 1863.

ROYAL INSURANCE COMPANY FIRE AND LIFE.

Capital, £3,000,000.

(Life Department).

£2½ per Cent per Annum Bonus declared during the last 15 years on all Profit, participating Policies of two Years' Standing.

The utmost liberality practised in the settlement of all claims with the representatives of deceased assurers.

An assurance for any Sum not exceeding £1000 can be effected with the undersigned without referring to Head Quarters.

By Special authority of the Board also, Claims are settled at once by the Undersigned, without reference to England.

Fees to Medical Referees paid by the Company.

No forfeiture of Policy from unintentional misstatement.

Premiums payable half-yearly or annually at the option of the assured.

Annual Premiums for an assurance of £100, for the whole term of Life including £2.10 per Cent for Foreign Risks which will be defrayed during a visit to or a permanent residence in Europe.

Age	Without Participation.	With Participation.
15	£3 19 8	£4 5 6
20	4 3 8	4 9 4
25	4 8 2	4 14 2
30	4 13 11	4 19 9
35	5 — —	5 6 2
40	5 8 —	5 14 1
45	5 17 11	6 4 6
50	6 11 7	6 18 3
55	7 11 1	8 — 4
60	8 16	9 8 7

N.B.—Intermediate ages charged proportionably.

For Forms for effecting Life Assurances and for any further information apply to

ROBT. S. WALKER & Co.
Agents.

tf Hongkong, 7th September, 1863.

INSURANCES.

THE COMMERCIAL UNION ASSURANCE COMPANY.

The undersigned having been appointed Agents for the Marine Branch of the above Company, are prepared to issue Policies, at current rates of Premium.

GIBB, LIVINGSTON & Co.

tf Hongkong, 6th August, 1863

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137 LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co.—*Managers.*
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers.

THOS. SUTHERLAND,
Agent.

tf Hongkong, 17th March, 1863.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

Capital—ONE MILLION STERLING.

THE DIRECTORS have the pleasure to announce the appointment of Messrs. HOLLIDAY WISE & Co., as Agents for this Company at Hongkong, Shanghai, Canton, Hankow, and Foochow, who are prepared to grant Insurances at Current Rates, and of whom all needful information may be obtained.

By Order of the Board
JAMES B. NORTHCOTT,
Secretary.

THE BRITISH AND FOREIGN MARINE INSURANCE COMPANY LIMITED.

Capital, One Million.

THE undersigned Agents at Hongkong and Foochow, for the above Company, are prepared to grant Policies at current rates, payable in London, Liverpool, Hongkong, Shanghai, Calcutta, Bombay, Madras, Singapore, and Melbourne.

Messrs. FUSSELL & Co. of Foochow, are duly authorised to issue